

# EMPHATIC ROAD RACING VICTORIES REGISTERED BY DAIGH AND WEISS

See Page 1

## MOTOR RACING

Vol. 2—No. 23

(Published Bi-weekly)  
except last issue of calendar year

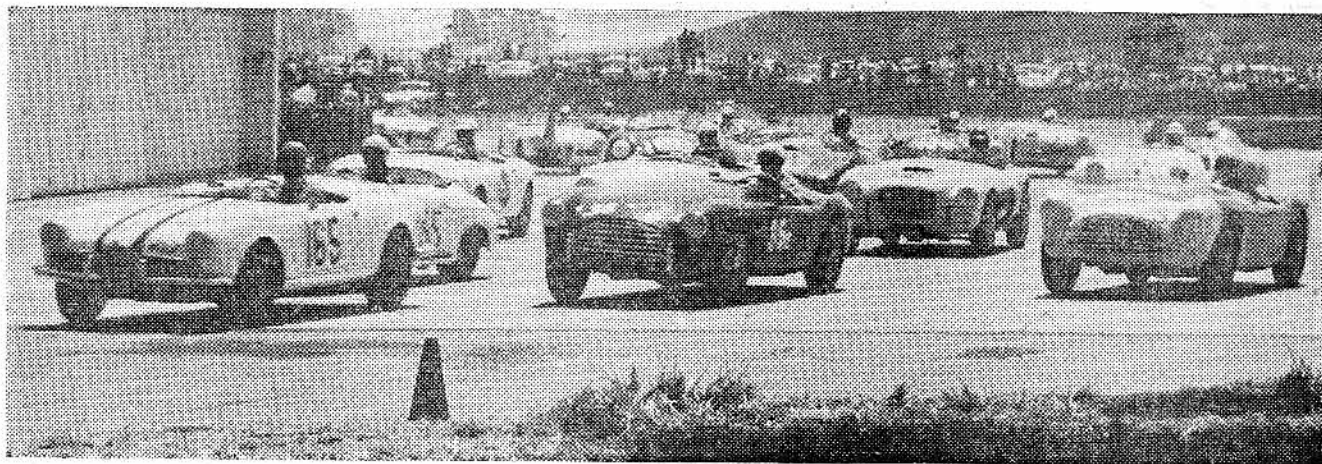
Los Angeles, Calif.

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Sept. 6-13, 1957

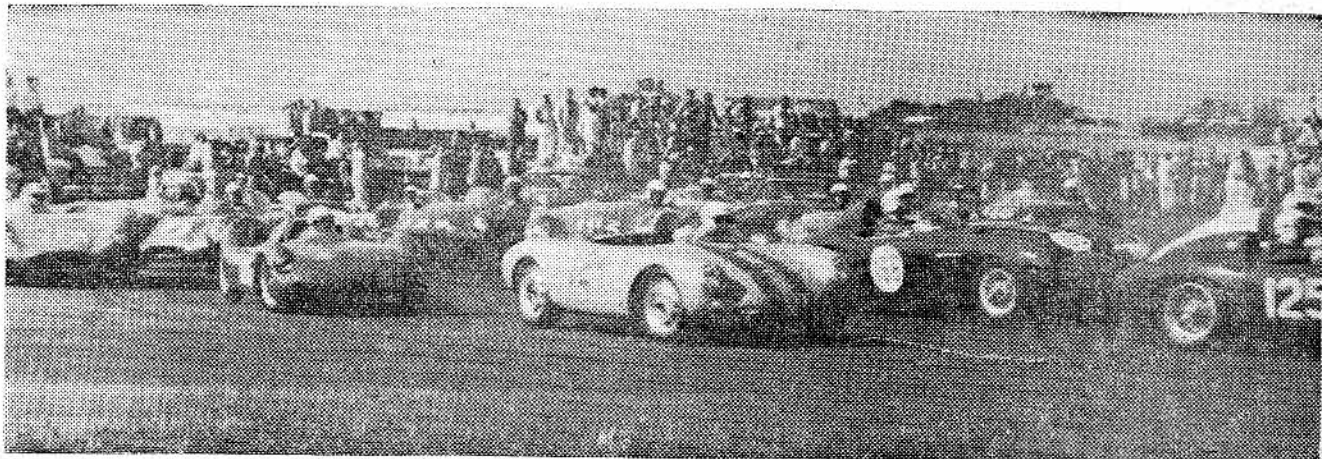
### SPORTS CARS GALORE HEAD INTO TURN 1 ... at Santa Barbara



CAMERA CATCHES 20 CARS (COUNT 'EM) AT GOLETA AIRPORT

—Ken Parker

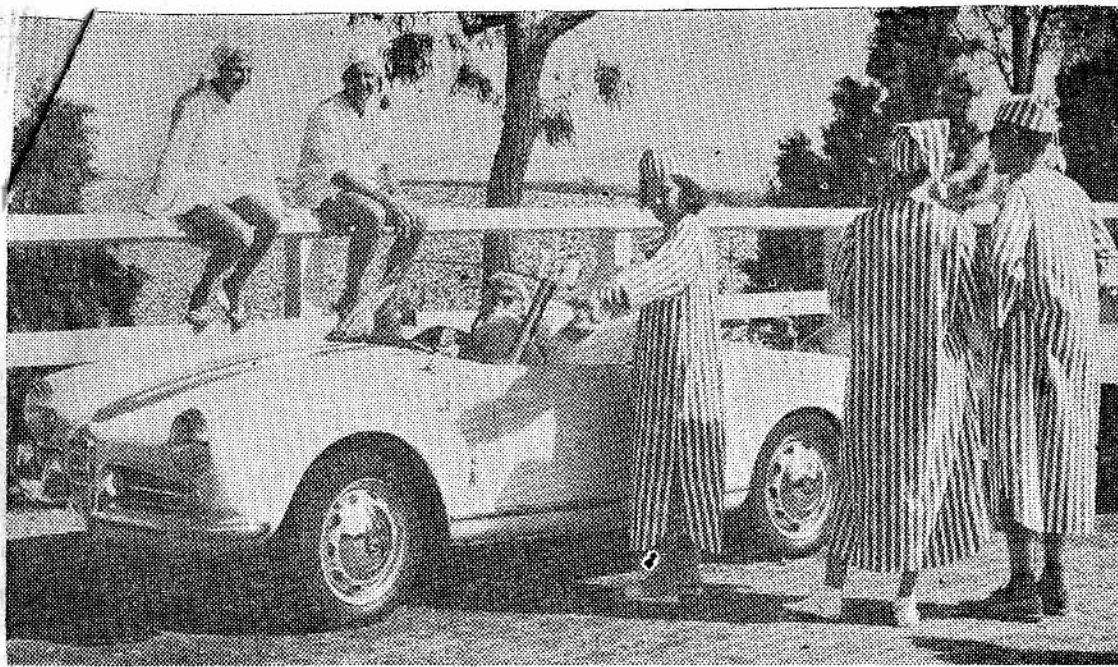
### ... and At Arcata



ANOTHER 20 (COUNT 'EM) IN ARCATA MAIN. ONLY WEISS HAS GONE BY

—MOTORACING Photo





**SLEEPWALKERS?**—No, just participants in the Foothill Foreign Car Club's second annual Pajama Rallye. Left to right: Jerry and Warren Spangler, overall winners in a Porsche; Sylvia Treichler in Alfa Romeo, who with husband, Harald, took 4th; Edna Reichler, and 2 unidentified contestants. "Doc" Hildreth Hoppe was rallyemaster. (Other photographs on Page 5).

—Foto-Treichler

# Daigh Masters Field At Santa Barbara

By MAURY POWELL  
Motoracing Staff Correspondent

SANTA BARBARA, Sept. 1—Red-thatched, freckle-faced Chuck Daigh, a professional mechanical wizard with a decided flair for amateur road race driving, won the over-1500cc main event of the CSCC's 8th Santa Barbara running here today at near-by Goleta Airport. Some 9000 fans were on hand.

Daigh, who learned his speed stuff in that brilliant atmosphere known as the Smith and Jones shop in his home town of Long Beach, piloted the short-coupled Troutman-Barnes Special to a convincing 35-lap, 77-mile triumph with an average clocking of 77.1mph, a new course record.

Second went to another popular leadfoot, Richie Ginther of Santa Monica, 8 seconds back in the Johnny von Neumann 2.5 Ferrari Testa Rossa.

Two more American-built irons

made it a great score for the U.S.A. bunting. Chuck Porter, Hollywood body shop operator, turned in a fine job as replacement for Eric Hauser in the Balchowsky Buick Special, nail-

**Complete charts on Pages 4, 7 and 8.**

ing 3rd 68 seconds from the checkered, while Mickey Thompson, ex-hot rodder now a pressman for the Los Angeles Mirror-News, was 4th in his Cad-Kurtis, 1 lap and 14 seconds in the red.

## 2ND S.B. WIN

Daigh understudied the late, great Clay Smith, working with him in setting up championship speedboats, midgets, Indianapolis and sprint cars and Lincoln stockers that swept the Mexican road races. He was a co-pilot in some of the latter events.

It was his 2nd victory at the nine-turn, 2.2-mile course, having wheeled a Lincoln-Kurtis to (Continued on Page 2, Cols. 1-2)

## 8 Coast Races On Slate for Rest of 1957

A fat schedule of 8 road races, including 3 National SCCA events and the opening of the Riverside Motor Raceway, is set from Sacramento to San Diego for the rest of 1957.

This is the picture:  
Sept. 21-22, CSCC, Riverside, Inaugural.  
Oct. 5-6, SF SCCA, Sacramento.  
Oct. 19-20, SD SCCA, Hourglass Field, San Diego.  
Oct. 26-27, CSCC, Pomona.  
Nov. 2-3, LA SCCA National, Palm Springs.  
Nov. 9-10, SF SCCA National, Laguna Seca (Ft. Ord).  
Nov. 16-17, LA SCCA National, Riverside Raceway.  
Nov. 30-Dec. 1, CSCC, Paramount Ranch.

After that comes Nassau, Dec. 1-9. Meanwhile, Ray Turnbull announced the 1958 Hawaii races, originally set for April 11-12-13, have been rescheduled for May 9-10-11. There is no further word on the proposed races in Tokyo, Japan.

The San Diego races this time will not be limited to 2-liter cars, according to George Cary, Jr.

The Avandaro pro races, near Mexico City, will be held in April, the date to be announced later, according to Juan Manuel Rullan, president of the sponsoring RODA club.

He also reports a huge rallye will be staged next Nov. 30-Dec. 1 from 6 starting points and terminating in Acapulco. Nearest starting place for Californians is Torreon, Mexico. Other points: Mexico City, Guadalajara, Leon, Puebla, Monterrey and Torreon. Entry fee is \$80 (US), with 1st prize \$3000 (US) and cash awards for 40 places. Some 300 cars are expected. More details in the next issue.



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## ARCATA RACE WON BY WEISS IN PORSCHE

By GUS V. VIGNOLLE  
MOTORACING Staff Correspondent

ARCATA, Calif., Sept. 1.—Northern California's hottest sports car driver of the year, Sam Weiss, an imported car dealer from Sacramento, duplicated his recent feat at Cotati, up here in the wondrous redwood country today by winning the over-1500cc feature for modifieds behind the wheel of his Porsche RS Spyder—an under-1500 machine!

And he made it look surpris-

**Complete charts on Page 6.**

ingly easy as he won the 30-lap 1st annual Lou Brero Memorial around the 2.1-mile Arcata Airport by 1min. 16sec. He averaged 68.31mph.

Second was Pete Lovely, Seattle, in a 2-liter Ferrari Testa Rossa, who blew about 45 seconds when he was forced to

trail an ambulance on the course following one of the most spectacular accidents ever seen on a Pacific Coast road circuit.

Since the over- and under-1500 races were combined, Lovely emerged the victor in the big-bore. Third and fourth overall and second and third in the under-1500 were Eldon Beagle and George Keck, in Porsche Spyderys.

### VICHES SECOND

Second and third in the over-1500, although 8th and 9th overall, were Dino Viches, Mercedes-Benz 300SL, and Gordon Glycer, Austin-Healey.

The accident involved popular Chick Leson, of Lafayette, Calif., who was in 5th place when his 1.5 Maserati flipped on lap 14 at turn 5. Although the car skidded some 40 feet on its top and smashed, wheels out, into an abandoned wooden Army building, Leson escaped with minor injuries. He suffered a cut tendon on his right hand, arm injuries, two cracked ribs and numerous bumps and bruises.

Veterans race followers—and Chick himself—credited the roll (Continued on Page 9, Cols. 4-5)

## Fangio Says He May Quit Soon

Juan Manuel Fangio, 5-time world's racing champion, announced last week in Milan, Italy, that he soon may retire.

The 47-year-old Argentine ace was expected to make a definite announcement after the Grand Prix at Monza.

## DAIGH TAKES RACING LEAD

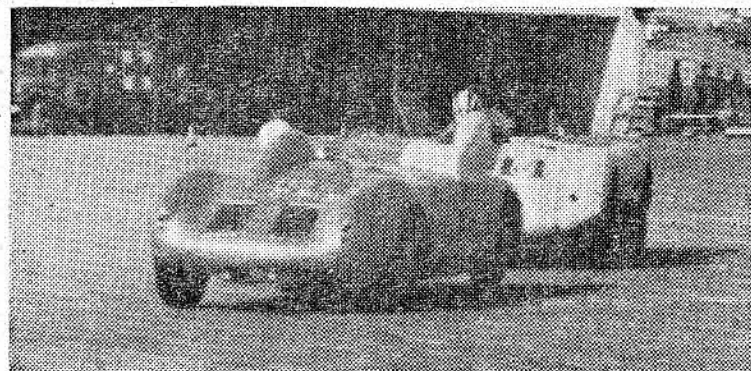
Chuck Daigh's win at Santa Barbara, Sept. 1, enabled him to take the lead in the 1957 Pacific Coast Racing Standings from John von Neumann. He leads with 45.

Races include 2 at Pomona, Paramount and Santa Barbara, Palm Springs, San Diego, Ha- (Continued on Page 6, Col. 3)



—Ken Parker

**CHUCK DAIGH**, winner of over-1500cc feature at Santa Barbara, receives kiss from his proud mother, Mrs. Harold Daigh. He won the CSCC event in the Troutman-Barnes Special.



—MOTORACING Photo

**HEADING INTO** turn 6 at Arcata, Sam Weiss, far in the lead in Porsche RS, is about to lap John Barneson, Hagemann Spl., who had made pit stop and later was forced out.

## "NEW LOOK" SPARKS CARNIVAL OF WANT ADS THIS ISSUE

In line with MOTORACING's continuous program of self-improvement to serve you, the reader, better with every successive issue, we introduce in this issue our new streamlined Classified Advertising section.

It is your Market Place for your Wants & Offers, and we invite you to read it, use it, buy from it, and place your own Want Ad. You will find it in its new permanent position on the inside back page.

As promised in the last issue, our "New Look" is being kicked-off with a bargain "Carnival of Want Ads." There is still time for MOTORACING readers to take advantage of our special 10% Carnival Discount for the next issue. Simply use the "Write Your Own Want Ad" coupon on the Classified Page, or mention this story when writing or phoning in your ad in order to get your "Readers' Only" special price.

To create and operate our new classified section, the Publishers of MOTORACING have retained the services of Classified Departments, Inc., specialists in the field who professionally operate and merchandise the classified ad departments of 22 business, trade and fan publications. The new Classified Advertising Manager for MOTORACING is Miss JOYCE BARNARD. She is a trained expert who can help you word and plan effective personal classified ads, and the professional techniques and merchandising by Classified Departments, Inc. will combine to make this the biggest dollar's worth of classified advertising that can be bought in the whole field of your interest. It is low priced to meet the personal budget of the non-professional advertiser for his own person-to-person ads.

Our Classified Department is now located a few miles across town from our Editorial Offices. You can write to: MOTORACING, Classified Dept., 4041 Marlton Ave., Los Angeles 8; or locally phone AX-minster 2-0287 and ask for JOYCE.

Now we invite you to turn to the inside back page and have a look at our "New Look." We hope you like it. It is created for you as the Market Place where you can meet, bi-weekly, with all the other readers of MOTORACING for buying, selling, swapping or just to shop around and see what's going on. And now is your last chance to take advantage of the special reader's 10% discount by joining our Carnival of Want Ads. JOYCE is waiting to hear from you and to help you get results.





## Racing Post-Work

By Maury Powell

'56 FORD (NOT T-BIRD) MILL  
IN TROUTMAN-BARNES SPL.

(Continued from Page 1)

1st in both the Saturday and Sunday features Sept. 5-6, 1954. Oddly, Ken Miles was 2nd to him in the latter, with the Troutman-Barnes, then fitted with considerably different equipment, including a Merc mill.

The early lead changed hand several times. From our vantage point at turn 9, we spotted Pete Woods in Ronnie Milosevich's D-Jag leading on the 1st lap, closely followed by Daigh and Ginther. On the 2nd circuit it was Daigh, Woods and Ginther, but Pete returned to the forefront on lap 3 trailed by Ginther and Daigh.

Ginther goosed the Ferrari into 1st during the 4th go-round, Woods and Daigh in hot pursuit, with Porter, Thompson and Bob Oker in Joe Lubin's Aston Martin scrambling astern.

On the 5th time around Daigh shot the white T-B No. 5 up front and was never headed thereafter. Ginther was a few car lengths behind and a lengthy gap developed between the flying Ferrari and Woods and Porter, locked in a grim duel for 3rd. Thompson had paired off with Oker in a 5th-place struggle, about 500 yards behind them.

As the race developed, it became apparent that Daigh's charger enjoyed a decided edge through the corners, sufficient to nullify the steam Ginther could get up down the chutes. Assuming Daigh didn't goof somewhere along the route, we mentally handed him his trophy along about the 11th lap after Richie lost valuable time oversliding at our corner, putting Chuck almost the final chute ahead.

The previous day it had been Ginther who held the upper hand, in a 10-lapper, defeating Woods' D Jag, Bob (Grand Prix) Drake's 4.9 Ferrari and the T-B. However, the latter was afflicted with fuel-system trouble, which was subsequently remedied during an exhausting tear-down by Owners Tom Barnes and Dick Troutman.

### Equipped With 1956 Ford Engine

At this point, it might be well to detail a few more pertinent facts about the T-B, since rumors were running riot about it being equipped with a "police interceptor" and T-Bird mill.

"We installed a 1956 Ford engine in 'er," Barnes explained. "The only T-Bird stuff on it is the rocker-arm covers. The 332 cu. in. mill develops an honest 300hp at somewhere between 5800 and 6000rpm."

He and Troutman began building the car about 5 years ago when both were employed at Frank Kurtis' shop. They weren't too sure Kurtis was on the right track with his sports car versions, evidently, and set out to create something lighter and, they hoped, faster, working on their own time and at their own homes.

"The car weighs about 2000 lbs. on its 87 inch wheelbase," Barnes elaborated. "Dick and I made the springs ourselves. We're using a Halibrand center section and wheels. The gear-box is a close-coupled four-speed Jag with late-model gears. The mag is a Joe Hunt Vertex Scintilla. We're using Hilborn fuel-injection."

Daigh last scored with the Ford flyer June 16 in the Paramount Ranch main event, lacing Woods' Jag by 20 seconds. Its next outing was at Pomona July 28, but came to grief when the differential blew as Daigh was pressing Von Neumann's Ferrari for the lead early.

The Troutman-Barnes-Daigh trio may be among the top dogs in the Southland speed scene, but two of them—Daigh and Barnes—are presently unemployed. Daigh was with the Ford and Chevy stock car racing setups until Detroit purportedly withdrew from speed sponsorships.

Probably the two-day meet's most exciting moment was provided when Jack Bates, Pasadena auto dealer (Monise Motors), who'd just overhauled Oker for 4th, lost control of his Ferrari Monza entering turn 3 and landed in the ditch adjoining the course. He was closing steadily with about 15 minutes remaining when the mishap occurred. Bates explained that some accumulated debris in his cockpit flew up under his plastic face-shield, temporarily blinding him.

He estimated car damage at about \$1500, but indicated he would rush repairs in time for it to compete at Riverside.

### Mechanical Grief for Woods and Drake

Mechanicals sidelined Woods and Drake, while the only other top contender with a chance, Jacques Bellesiles, was black-flagged in his green Ferrari Monza after looping out twice.

Gum-chomping Ken Miles of Hollywood won the under-1500cc melee in his silver Porsche Spyder, the marque dominating this event as Jack McAfee of Sherman Oaks was 2nd by 16 seconds and Joe Playan, Culver City, 3rd 25 seconds back. Miles' winning average was 74.6mph for the 34-lap go.

This trio played footsie-footsie during the 34-lap, 74.8-mile grind's early stages, each taking turns at leading, oversliding and exchanging positions. Bob Drake was with them briefly in Lubin's Cooper Climax until it blew up.

Shortly after the halfway point, Miles forged ahead of McAfee and it was finis la guerre. Harry Hanford of Woodland Hills nailed 4th in Tim Considine's OSCA and Oker picked up 5th in Dusty Miller's Maserati 150S which was afflicted with clutch trouble.

An improved Don Huette won race No. 12, billed as the semi-main for modifieds, including Formula II, Formula III and Formula Libre. The North Hollywood lad had the right formula in his own Jaguar Sport to chalk up a 39-second triumph over Carlyle Blackwell's C Jag. Huette later gained 5th behind Thompson in the day's finale.

Ruth Levy, of course, hauled home the big hardware for the 8-lap women's race. She clocked an average of 70.8mph with Stan Sugarman's No. 88 Porsche Spyder. The Sherman Oaks femme flyer had her job made much easier when Mary Davis, Beverly Hills real estate executive got off to a poor start with the Lubin-Aston Martin.

### Corvettes Polish Off Mercedes-Benzes

It was Yankee Doodle in the 15-lap over-2000cc semi-main as Chevy Corvettes dusted off their German Mercedes-Benz arch-rivals, capturing 3 out of 5 top berths. Jerry Austin, Pasadena, was No. 1 by 12 seconds over Bates' M-B. Andy Porterfield, Los Angeles, (Continued on Page 6, Cols. 1-2)

## MOTORACING

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## LETTERS

to the Editor

### CHEER FOR TURN MARSHALS

We saw our only sports car races last September in Santa Barbara—and we think it is a great sport—in fact, it was so interesting to me that I wrote a story about it for our store paper where I work and won first prize with it. We take Motoracing and enjoy reading about your drivers, races, rallies, etc.—but we have one small gripe. You do not report on flagmen and turn marshals. Our son is in this group, Mike Cornelison, and if he gets into a picture, or helps with an accident, or anything like that—or where the details are given about races, why not identify the corner men? They have quite a responsible job and think they deserve a bit of publicity. So—come on—give these middle westerners a kick. Let's hear about our favorite turn marshal.

We expect to come to Southern California again in September. We hope there will be a good sports car show for us somewhere.

Mrs. C. G. Cornelison,  
Des Moines 15, Iowa

### SMART BOY ALRIGHT

I have enjoyed all of the issues on my initial subscription to your paper. However, in spite of the fact your periodical's views of Ken Miles continue, it seems he is outsmarting everybody and he is still competing and winning, plus his position with the local racing organization. All in all, I guess he's outsmarted everyone, to date.

Please find enclosed a check to cover my renewal to your paper, also you can send a year's subscription to Fred F. Wheeler of Pomona, Calif. Frank V. Crouch  
Los Angeles 5

Editor's Note: He races ONLY in CASC events.

### HAWAII RACE INTEREST

Your Motoracing continues to be the very best and we look forward to every copy.

We've been getting letters from all over the U. S. about our April race. There seems to be a great deal of interest and planning ahead for the next year.

I'll be up in September and hope to see you then. In the meantime, our fond Aloha.

Tetta Richert,  
Honolulu, T. H.

### AVID RALLYE FAN

The lass who wrote requesting better rallye coverage was just one jump ahead of the thundering herd which would like to see justice done.

I don't see how your up-to-date, well-informed staff has overlooked the fact that today rallyes are enjoyed by more people than that phase of auto sports has ever known.

Please keep in mind those who are regular rallye runners who rarely race. Your paper is a 'must' around our shop.

Kent Williams  
Lawndale, Calif.

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## GOOD NEWS.

## EDITORIAL

### Fine Stimulus for Road Racing

AT LONG LAST word seeps out that things are about set at the 3.7-mile Riverside International Motor Raceway. This is truly good news and it comes as a break for the lover of road racing. This is a true road racing course, not one of those flat, colorless airport circuits.

The first race has been scheduled for Sept. 21-22. Indications are that this is the McCoy—and that the days of baloney, double-talk and petty squabbling are over.

Apparently the tug-of-war between two factions has been resolved. A general manager has been named—and now they mean business.

Here is a course near March Air Force Base, easily accessible by freeway almost every bit of the way from the heart of the population center in Los Angeles.

This Raceway and others like it throughout the country eventually will pave the way for Grand Prix racing in the U.S. Judging by the growth of the sport, that day is not too far away.

The public will not be gouged. Admission will be \$2.50, according to the management, and military personnel (uniform or not; only ID card required) get in for \$1. The charge for kids will be 50c. The public will be permitted to move from one grandstand to another.

The picture looks good at this writing. Let us hope the progress continues for good racing. And let us hope that the Raceway's public relations, which to date have been absolutely awful, will improve with other facets of the massive undertaking.

## Shelby Pulls Out; Jones 1st

By EMILY CAMPBELL

MOTORACING Staff Correspondent

MANSFIELD, La., Sept. 1—A couple of chaps named Smith and Jones dominated the SCCA's Mansfield Sports Car Road Races here today before some 15,000 fans.

Only Smith turned out to be Carroll Shelby, the Dallas, Tex., champ, and he cavorted in typical Shelby style. As for Jones, he was the McCoy, or genuine Ray Jones, Tulsa, Okla., and ultimately was awarded the overall trophy.

Totally unannounced, Shelby arrived by plane just before the races started. At grid time for the 15-lap feature, he donned someone else's helmet and, doing his best to remain incognito, was wearing a plaid shirt rather than his usual bib overalls.

Your correspondent asked the starter to double-check the man in A. D. Logan's Ferrari Monza, who looked so much like Shelby. "John Smith," was the starter's laconic reply upon returning from the car's post far back in the lineup.

However, when the green fin-

ally fluttered, the way "John Smith" sliced through the pack into the lead before they reached the first turn left little doubt as to his true identity. He was lapping so rapidly that he soon built up a three-lap lead!

Noting that his teammate, Jones, in Logan's Testa Rossa, was solidly in second spot, Shelby pulled into the pits upon receiving the "one more lap to go" gonfalon, ostensibly with engine trouble!

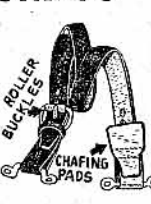
Behind Jones were Bob Stone-dale, Houston, Tex., in a new Jag XKSS; and Norman Scott, same city, Porsche 550 RS Spyder. Jones' time was 27:07 for the 36-miler.

Due to a typographical error last issue, price should have been \$13.95 instead of \$3.95.

SORRY

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# Vignettes

By Gus V. Vignolle

THE BEST IN HOSPITALITY;  
3 CHEERS FOR ROLL BARS

## THE REDWOODS

Here, sown by the Creator's hand,  
In serried ranks, the Redwoods stand;  
No other clime is honored so,  
No other lands their glory know.

—Joseph B. Strauss.

ARCATA, Calif., Sept. 1.—The only trouble involved in coming up here from the insufferable Los Angeles smog is that you have to leave this exhilarating clime not far from the heart of the Redwood Empire, and the wonderful people who inhabit this country.

Coming up to cover the Lou Brero Memorial races was so pleasant that it makes you forget the effort of driving that terrific VW Microbus Pressmobile furnished by John von Neumann at Competition Motors . . . 16 hours elapsed driving time straight through for 711 miles through winding roads at night after the Victory banquet.

The people here went all-out. It was a haul for most of the drivers from the San Francisco area, but they thought nothing of it and it was their way of paying tribute to the memory of a great sportsman and driver, the late Lou Brero.

—MOTORACING Photo

PAUL & CHARLOTTE ROBERTS

Take Dr. Paul Roberts and his wife, Charlotte, of the Redwood Sports Car Club, one of the co-sponsors (races were for charity). Dr. Roberts, editor of the Redwood Wheel, wrote, in part: ". . . if a stranger asks for directions, and the place he's looking for is more than a block or two away, LEAD HIM THERE. Unless you're in an awful bind, you can do it, and a little time spent that way will pay big dividends in gratitude and will enhance our reputation from last year's race, for our superb hospitality."

And they did just that—and much more!

## Real Party Given by Dr. Roberts and Wife

On top of that, Dr. Roberts and his wife threw a sensational party comparable to the ones given by George Cary at Santa Maria and Palm Springs, and by Clark Keeney and Bill Woodward at Honolulu and Santa Barbara . . . the most. There were others, too, among them Dr. Kitchen and wife, Faye; the race chairman, Dr. Barry Garell, and wife, Elaine; Frank Dearing and many more.

Incidentally, one of the finest and sincerest pieces of writing we have noted in a long time was the tribute Dr. Roberts paid Lou Brero in the race program. When space permits, it will be reprinted.

"Thank God for the roll bar and my new Toptex helmet."

Those were the first words uttered by Chick Leson to "Doc" Snively after his harrowing accident in his 1.5 Maserati. The medico said the helmet liner was intact. The headrest and rear deck had been crumpled, and the steel roll bar, still firm as ever, was shiny where all the paint had been scraped off as the car skidded on its top for some 40 feet. The whole car, of course, was a wreck.

To begin with: I personally thought Chick was driving over his head. He was charging, pressing too hard. Once, he missed a turn and had to take the escape road. He came back on, roaring. Then, one lap later, it happened. Trying to avoid a car in front of him, Chick hit the inside embankment on turn 5. The car shot 10 feet into the air! It flipped in the air, slamming on its top and scooting for 40 feet. Then it flipped again, hurtling perpendicularly into a building, wheels out. The machine bounced out, upside-down.

Chick said there was no response when he hit the brakes at about 100mph, the brake linkage apparently failing.

His injuries were slight considering the gravity of the crash.

## Leson Thankful for Roll Bar and Helmet

The anti-roll bar cult should have had a good, long look at Leson's Maser. Roll bars and good helmets? Hell yes, I say!! And as Dr. Roberts and Gordon Glycer pointed out, roll bars should be for production cars as well as the modifieds. Matter of fact, preference should be for productions, since often your more inexperienced drivers fall in this class.

And those who have berated Dr. Snively should have been at the Victory banquet. Don Hutelin flew here from Honolulu with a huge calabash bowl—the 1st annual Lou Brero Memorial Perpetual Sportsmanship Award. It was sent by the Associated Sports Car Clubs of Hawaii and the Hawaii Region of SCCA.

When "Doc" Snively, who has worked tirelessly in the interest of safety for the driver, was announced as the recipient, pandemonium broke loose. He was given a standing ovation. I have never seen anything like it since I got into this dodge.

I can still feel the De Luxe Restaurant in Eureka shaking from the thunderous applause and deep-throated roars.

It couldn't have happened to a nicer or more deserving guy!

## Brooks Roars to Belgium Win

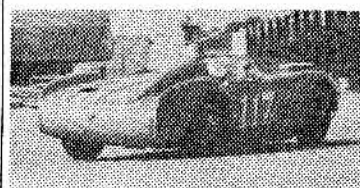
FRANCORCHAMPS, Belgium, Aug. 25—Tony Brooks of Britain, driving an Aston Martin DBR II, won the Belgium Royal Automobile Club Grand Prix for sports cars on the Francorchamps 14,000 kilometer (8.69 miles) circuit.

Brooks covered forty-one laps in 13

hours, 1 minute 47.5 seconds at an average speed of 190.800 kph (118 mph).

Masten Gregory of Indian Hills, Kan., with a 3.5 liter Ferrari, was second. Oliver Gendebien of Belgium, also in a Ferrari, was third.

# Roll Bar, Helmet Save Chick Leson



—MOTORACING Photos

CHICK LESON escaped with minor injuries in spectacular Arcata crash. Top row (left to right): Leson (1) and John Barneson, just before start of main event; roll bar firm and intact on 1.5 Maserati, although paint scraped off after car skidded on its top for 40 ft.; Leson (note bandaged

arm) and Sam Weiss after flip. Bottom row: Where car came to rest, ripping steel sign and rolling back, upside-down; gleaming blue Maser on lap before accident; class F machine, a battered wreck.

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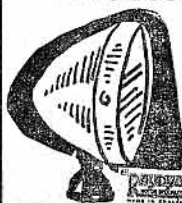
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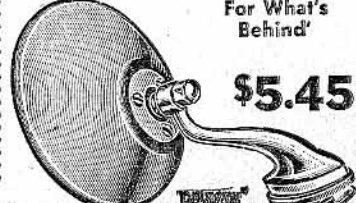
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# Santa Barbara Race Charts

AUGUST 31

California Sports Club Eighth Running Santa Barbara Road Races. Course—Goleta Airport, 2.2 miles. Data on non-finishers by MARIE DIXON.

Race No. 1—Prod. under 1300cc. Time 20:20, laps 10, avg. 64.9, miles 22.									
Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position	F	G
1	263			West, Willie	Alfa Romeo Spy		1		
2	197		1	Roetnor, Michael	Alfa Romeo Vel		2		
3	165		7	Bowers, Rod	Alfa Romeo Spy		3		
4	140		56	Lee, Eugene	Alfa Romeo GS		4		
5	237		61	Taylor, Sam	MG MK II		5		
6	115		75	Kessinger, Chas.	Alfa Romeo		6		
7	10		77	Honther, Jim	MG TF		7		
8	120		89	Bythner, Klaus	Alfa Romeo GS		8		
9	37		92	Newitt, Tom	Alfa Romeo GS		9		
10	108		100	Stacey, Richard	Alfa Romeo GS		10		
11	47		105	Dair, Jack	MG TF		11		
12	236		125	Gleghorn, Jack	MG TD MK II		12		
13	52		142	Davis, William	MG MK II		13		
14	103		12	Roehr, Ken	MG TD		14		
15	14		17	Jahns, Jeff	MG TD		15		
16	26		32	Eubank, Jack	MG TD		16		
17	710		33	Dixon, Harold	MG TF		17		
18	148		46	Strange, Ronald	MG TF		18		
19	271		55	Evans, Todd	MG TF		19		
20	34		88	Casleton, Don	MG TD		20		
21	218		97	Armes, Harold	MG TD MK II		21		
22	104		103	Wheeler, Bill	Dyna Panhard		22		1
23	134		114	Beard, George	MG TD		23		
24	135		130	Steube, William	MG TD		24		

\*—Under 1300 MG's  
10 F, 1 G, 14 under 1300cc MGs—25 starters. Did not finish—196 Steve Geraghty, Alfa Romeo, handling difficulties.

Race No. 2—Prod. 1300 cc to 1500 cc. Time 19:35, laps 10, avg. 67.4, miles 22.									
1	113			Bracker, Lew	Porsche Carrera		1		
2	224			Barker, Ed	Porsche Spd		2		
3	219		28	Cadrobbi, Alfred	Porsche GT Carrera		3		
4	72		29	Moore, Jimmy	Porsche Spdst		4		
5	67		30	Brigham, Bob	MGA		5		
6	89		34	Pickering, Ray	MGA		6		
7	131		43	Parkinson, Jim	MGA		7		
8	62		46	Lumkin, John	MGA		8		
9	555		48	Hammond, Michael	Porsche Spd		9		
10	188		57	Hamilton, Harold	Porsche Spd		10		
11	141		60	Sinclair, Sanford	MGA		11		
12	128		71	Scurlock, Robert	MGA		12		
13	160		72	Lawrence, John	MGA		13		
14	30		84	Turner, Bruce	MGA		14		
15	163		102	Schillreff, Geo.	MGA		15		
16	55		124	Freutel, Ed	MGA		16		
17	126		126	Stewart, Ed	MGA		17		
18	42		127	Hogan, Harry	MGA		18		
19	269		114	Demetras, Geo.	MGA		19		
20	161		33	Bleak, Jack	MG TF		20		
21	110		50	Dixon, John	MGA		21		
22	92		56	Stephan, Vernon	MG		22		
23	217		58	McEniry, James	Porsche Spd		23		
24	00		65	Davies, Loyal	MGA		24		
25	153		81	Sparks, Robert	MGA		25		
26	410		83	Clapp, Richard	MG TF		26		
27	51		133	Nielsen, Davis	MGA		27		
28	176		2174	Eyraud, Dave	MGA		28		

30 F starters. Did not finish—81 Jay Hills, Porsche Carrera, clutch disc went out; 138 John Free, MGA.

Race No. 3—Prod. 1500 cc to 2700cc. Time 19:05, laps 10, avg. 69.1, miles 22.									
1	53			Love, William	AC Bristol		D	E	
2	48		3	Crowder, Gordon	AC Bristol			2	
3	192		23	Spears, George	Porsche 1600 Spd			3	
4	145		38	Spencer, Lew	Morgan TR3			4	
5	193		75	E. Forbes-Robinson	Porsche Su Spd			5	
6	164		76	Windhorst, Bob	Austin Healey		1		
7	12		77	Mitchell, D. D.	Porsche Spd 1600S			6	
8	74		85	Hathorn, John	Austin Healey		2		
9	711		89	Dixon, Bill	Sista			7	
10	146		95	Pryor, Hugh C.	Austin Healey		3		
11	105		96	Eastman, Richard	AC Ace Bristol			8	
12	61		99	Levitt, Dan	TR2			9	
13	35		112	Simon, Harvey	AC Ace			10	
14	45		10	Anderson, Tom	TR3			11	
15	195		35	Tuning, Orville W.	Morgan TR2			12	
16	250		36	Coffin, James	Austin Healey		4		
17	227		37	Storkweather, R.	Austin Healey		5		
18	122		43	Merrick, Clark	TR2			13	
19	51		56	Nast, Thomas	AC Ace			14	
20	36		57	Farrell, Charles	Austin Healey		6		
21	41		59	Quattrochi, F.	TR3			15	
22	233		72	Miller, Robert	Austin Healey		7		
23	84		73	Doughness, Bill	TR3			16	
24	213		98	McQuilken, D. F.	Arnolt Bristol			17	

10 D, 18 E, 28 starter. Did not finish—22 Gil Bloemendaal, 100 S Healey, out of time; 85 Jerry Whitelock, 100S Healey, right rear fender rubbing wheel.

Race No. 4—Prod. over 2700cc. Time 19:02, laps 10, avg. 69.4, miles 22.									
1	258			Austin, Jerry	Corvette		C	D	
2	57		6	Sturgis, Bill	Mercedes Benz			1	
3	283		38	Porterfield, Andy	Chev. Corvette		2		
4	112		53	Atkins, William	Mercedes 300 SL			2	
5	314		86	Gaskins, Bill	Chev. Corvette		3		
6	80		87	Matthews, Jim	Jaguar XK 120		4		
7	93		92	Evans, Art	Jaguar XK 120		5		
8	149		104	Bailey, Cal	Chev. Corvette		6		
9	256		107	Aarons, Gerry	Chev. Corvette		7		
10	171		108	Harris, Bob	Jaguar XK 120		8		
11	11		111	Hoebel, Al	Jaguar XK 120		9		
12	166		116	Hart, Norman	Jaguar XK 120M		10		
13	69		119	Weller, Bob	Jaguar XK 140		11		
14	60		117	Kadin, Jim	Corvette		12		
15	71		10	Fletcher, Bob	Mercedes Benz			3	
16	91		44	Fox, Jim	Jaguar XK 120		13		
17	238		54	Ford, Jack	Corvette		14		
18	137		69	James, Dave	Jaguar XK 120		15		
19	154		75	DeWard, Tom	Jaguar XK 120		16		

22 C, 4 D, 26 starters. Did not finish—125 Corvette, Lawrence Clark, lost fan belt; 130 Corvette, Chuck Brassell, differential went out; 132 Corvette, Bob Hoffman, lost fan belt; 136 Corvette, Hugh Woods, lost clutch; 139 Jag. XK120, Barney Rushing, goggles steamed up, couldn't see; 201 Corvette, John Masterson, spun in turn 9 on last lap; 221 Mercedes, 300SL, Ron Ellico, broken oil line.

Race No. 5—Formula III, Formula II. Time 17:57, laps 10, avg. 73.5, miles 22.									
1	16			Reventlow, Lance	Cooper Cov. Climax		II	III	
2	101		85	Morrow, Harry	Cooper Mk. IX			1	
3	96		88	Rogers, Dick	Cooper			2	
4	100		1164	Frank, Jim	Cooper			3	
5	143		73	Gaylord, Leslie	Gaylord Spec			4	
6	98		3193	Korst, Bob	Cooper Norton			5	

1 Formula II, 9 Formula III, 10 starters. Did not finish—68 Terry Lamoureux, Nonpareil, gear housing broke; 77 W. Benck, short in megneto; 203 Gene Levin, JBS JAP, lost valve and seat; 212 Stuart Dane, Dane Triumph, magneto came loose.

Race No. 6—Modified under 1000cc. Time 20:13, laps 10, avg. 65.3, miles 22.									
1	158			Verecchia, Rico	Crosley Spec.		G	H	
2	78		27	Snow, Douglas	Nichols Panhard		1		
3	73		51	Peron, Perry	Panhard			2	
4	157		53	Miller, Don	Crosley Spec.			3	
5	32		92	Holbrook, Robert	Crosley Spec.			4	
6	114		117	Bucklein, Stan	Panhard			5	
7	75		1128	Burggraf, H. C.	DB Panhard			6	
8	64		65	Miller, Ken	Morris Minor Spec.		2		
9	87		127	Woods, Pete	Selditz Sp Citroen s/ch			7	

12 H, 2 G, 14 starters. Did not finish—15 Lee Bernhardt, Crosley Spec.; 65 Ed Tomerlin, Monzetta Panhard; 159 Vic Verecchia, Crosley Spec.; 230 Boyd Hough, Crosley, carburetor trouble; 255 Brad Pischel, Renault Spec., broken brake line.

(Continued on Page 7, Cols. 1-2)

## CONTINENTAL CAR IMPORTS

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# Marie's Clipboard

By MARIE DIXON

(Pinch-Hitting for Myra Jones)

8th Running, Santa Barbara Road Races, Aug. 31-Sept 1  
California Sports Car Club

THE WEATHER MAN smiled his blessing on us this weekend, as we had a clear and balmy race week-end. The Labor Day racing meet proved very safe and successful. The only mishap in the two days of racing were some sore ribs suffered by Jerry Whitelock when his 100S Healey went into the ditch on turn 3. Jerry was having trouble trying to get traction on new tires.

Poor Mickey Mouse stubbed his toe again. Skip Conklin didn't fare well at all. On Saturday, his Lotus Climax Mk. II was forced into the pits with the stub axle and U joint bolts sheared, and on Sunday, the right shock severed at the De Dion tube.

The Hanfords came out in force, with Harry Sr. capably handling Tim Considine's OSCA, and Champ (Harry Jr.) driving Len Senogles' Alfa. I even heard the rumor that Florence Hanford was going to take the OSCA out but it was only a rumor. Champ burned a piston in the Alfa during practice which put him out of competition for the entire meet. Harry Sr. got off to a bad start on Saturday when his battery mounts broke and caused the battery to short out. He came back strong Sunday, taking a third overall and a first in class F in race 12.

An unusual sight was the Balchowsky Spec. without Eric Hauser, Chuck Porter was the pilot.

Vince DeCarlo lost a wheel on turn 2 in practice and dented up his pretty red TR3. Vince came out none the worse, but remained a spectator for the remainder of the week-end.

Ronnie Dixon had to pull his T-Bird into the pits when his clutch linkage broke in practice. In race 8 he fired his pistons and left for home before the day was over.

Elda Stillwell, in an Austin-Healey, and Donalee Lightfoot, in a MG-TF, tangled in the Women's practice. The Healey got a dented right rear fender.

Frank Nichols was a very busy boy with his MGA. In practice he threw his clutch disc. Getting the car back to the pits, he returned to L. A. to pick up some tools and a truck. He got back as soon as possible and worked until dark. Bright and early Sunday morning he was working madly again. By the time we pulled into our pits, which were directly in front of his, he had the seats, floorboards and transmission disassembled. As the grid was cleared for race 9 (MGs only), Frank was putting back the floorboard and just about one minute AFTER the race had started, Frank drove his assembled car onto the course. He worked his way up to finish seventh.

The Cal Club bought some equipment and Myrtle Newman set up the

First Aid Station by the snow-fencing in the middle of the pits. Myrtle said she had lots of customers. A good idea, I'd say.

Carlyle Blackwell blew a main bearing during the over-1500cc main event on Sunday in his concours C-Jag. He pushed it across the line for an official finish.

Bob Harris also used his muscles to get the checkered flag in the semi-main over-2000cc event. Bob was running tenth overall when the oil pressure regulator plug went in his Jag. XK120. He couldn't get his limbs out of second gear, however, so he finished 20th.

Seems as though it wasn't meant for Sue Matthews to drive this week-end. With three cars at her disposal (two 100S Healeys and a Jag.), by the time the Women's race came around, none of the cars was in drivable condition.

The clutch in Chuck Brassell's Corvette really blew in race 11 on Sunday. Jim Kadin, another Corvette driver, was hit right below the eye with a flying piece (thank God for goggles). He pulled off the course to make sure he was O.K., and then went on to finish the race. The cockpit in Chuck's car had pieces of fly-wheel scattered throughout. "It sounded as though a shot went off in my car," he reported. A flying piece knocked a hole in his helmet. That was all the damage to Chuck. "I've just been living right, I guess," he said.

Bob Drake, in a Ferrari, dumped about 2 gallons of oil on the starting grid in the main event Sunday. Without it, he didn't complete the first lap.

Tom GrosKritz pulled his clean C-Jag into the pits on Saturday. He said he wanted to save the car for selling purposes. A very pretty car—he's asking \$4,000.

A For Sale sign on a sleek little

# RALLIES

SEPTEMBER

6-8—New York SCCA Rip Van Winkle Rallye.  
7—HEASCC Don Diablo Poker Rallye Mayfair Market, Sepulveda and Jefferson, Culver City, 7:30 a.m.  
8—San Fernando FCCA Big Bear Rallye III, September Championship Rallye, Rafter's Restaurant, Van Nuys, 7:30 a.m., 250 miles, 9 hours.  
14-15—Sports Car Owners' Club Sixth Annual Reno Rallye.  
19-22—Colorado SCCA Fifth Annual National Continental Divide Rallye, Estes Park, Colo.  
21-22—Chicago SCCA, Michigan Miglia Rallye.  
22-23—Austin Healey OC Second Anniversary Rallye, Hody's, 6006 Lankershim Blvd., 12 hours, 7:30 a.m.  
21—ROCA Luau and Rallye for ROCA and Morgan Plus 4 Club.  
28—Paramount SCSCC Rallye.

modified MG-TC, belonging to John Timanus read: "It won't beat the Spydres but you'll have lots of fun trying."

I'd like to extend my thanks to the many, many people who were so helpful to me over the past week-end.

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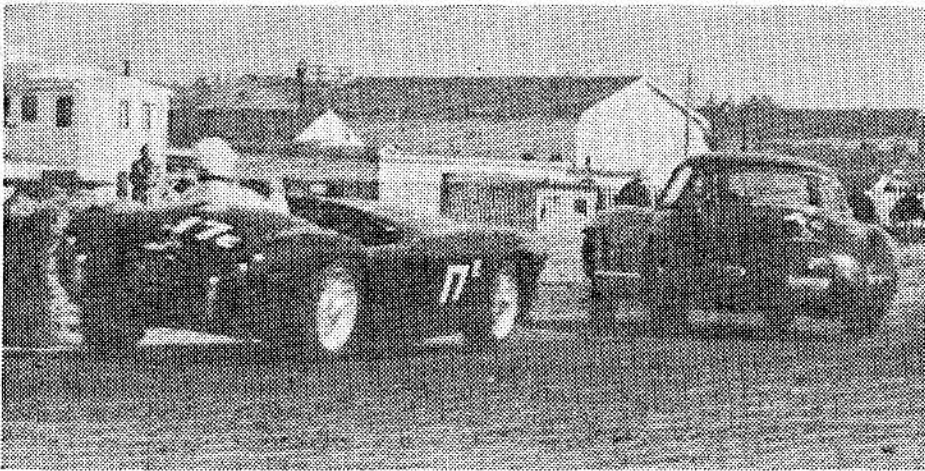


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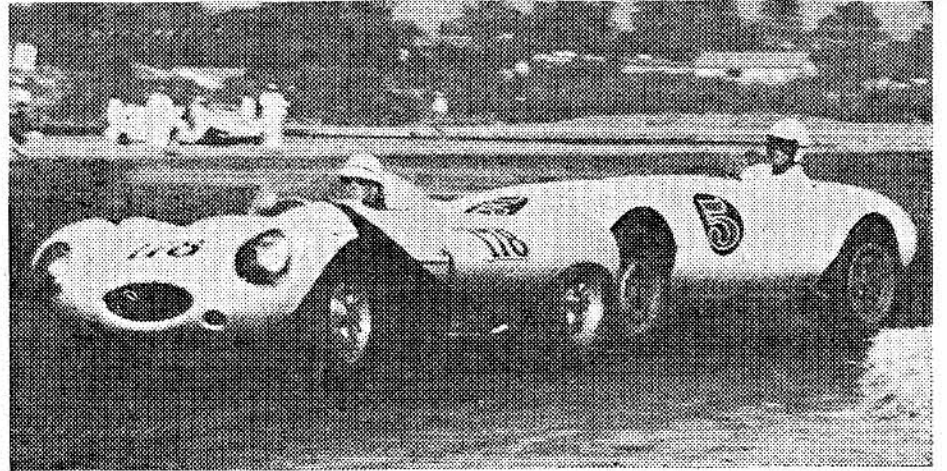


# Close Ones at Arcata...and Santa Barbara



—MOTORACING Photo

**BEST RACE** at SF SCCA Arcata races was big production car duel between Dino Viches, Mercedes-Benz 300SL, who goes into turn 1 slightly ahead of Jim Orr, AC Bristol. Viches did just make it at the wire, bringing all the fans to their feet.



—Ken Parker

**CLOSE**—At CSCC Santa Barbara races, Pete Woods, in Ronnie Milosevich's D-Jag, leads Chuck Daigh, Troutman-Barnes Spl., by an inch out of turn 9. Woods was 2nd Saturday, Daigh 4th. Latter was big winner in Sunday's over-1500cc feature.



—MOTORACING Photo

**AND HERE** Dino Viches gets checkered flag from Starter John Luce, barely ahead of Jim Orr, in 20-lap thriller at Arcata Airport last Sunday.

## TALK ABOUT FUN!



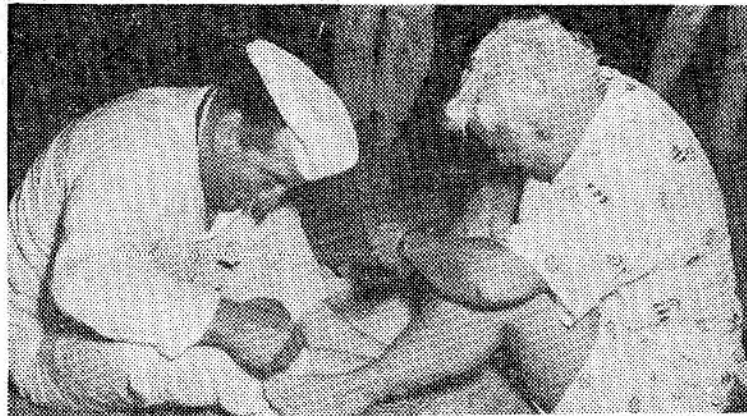
—Foto-Treichler

**NOTHING BUT FUN** was in store for participants in Foothill Foreign Car Club's hilarious Pajama Rallye. Here's part of quaint group at starting point. (Other photo on Page 1.)



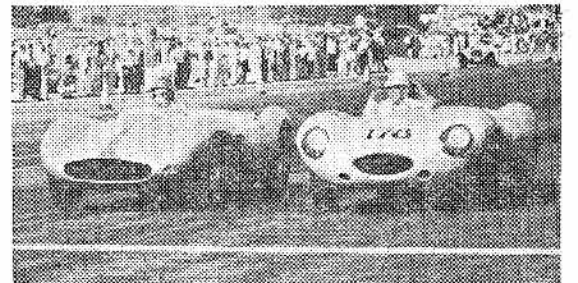
—Kem Lee Studio

**SF WORLD-FAMED** Chinatown staged hour-long parade for Capt. Fortune of KPIX, with 10 TR3s, in charge of Bud Grosso, in lead. More than 50,000 saw parade. Here, Chinese Sports Car Queen Loretta Leong of Hawaii is shown in Dick Feder's Alfa Romeo, driven by Mrs. H. K. Wong.



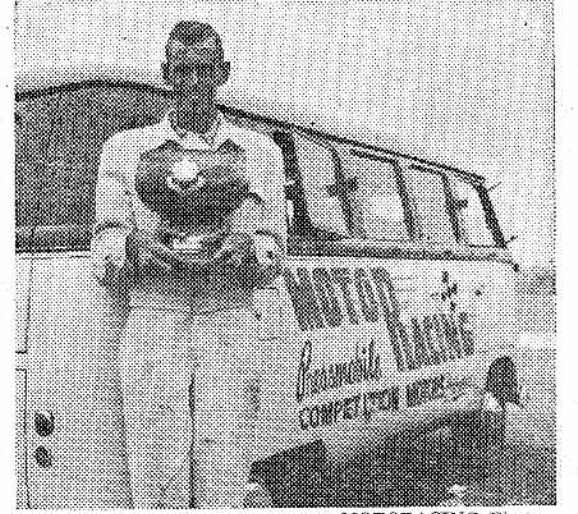
—Marvin Reichler

**AL TORRES** and Janet Anderson paint each other's toenails, part of Pajama Rallye gaiety. They won Hard Luck Trophy when condenser on Corvette burned out 5 miles from start.



—Lester Nehamkin

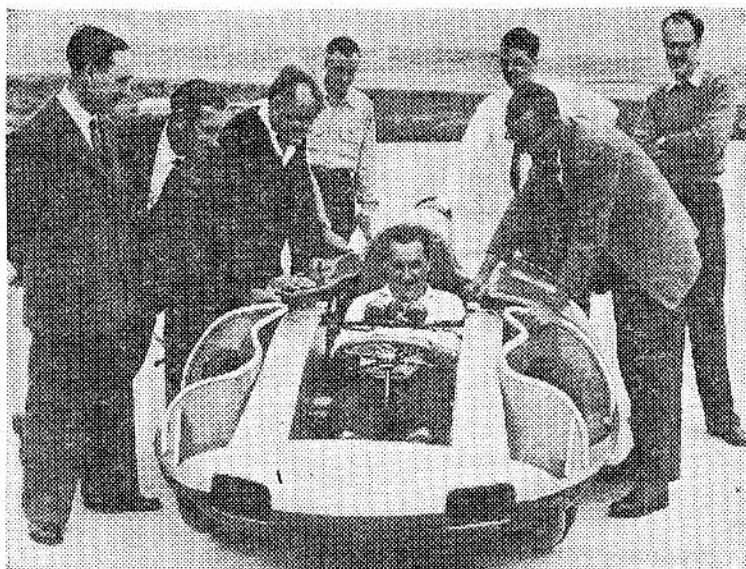
**THRILLER**—Pete Woods (right) and Richie Ginther, 2.5 Ferraris, together on 8th lap at Santa Barbara Saturday. Richie won 10-lapper by 2 seconds.



—MOTORACING Photo

**DON HUTELIN** displays beautiful Calabash bowl perpetual Sportsmanship Award which he brought from Honolulu on behalf of Associated Sports Car Clubs of Hawaii and Hawaii Region SCCA. Winner at Lou Brero Memorial Race in Arcata was Dr. George Snively for work in furthering racing safety. (Story on Page 3.)

## A GOING MG!



**CREW RESPONSIBLE** for designing and building the MG EX181 shown around the car which set 5 class F records and hit 245.65 mph last week at Bonneville. (Story on Page 10.)



'Biggest D— Driver I Ever Saw'

## Send Your Photos to MOTORACING

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—Frank Bratta

**CARROLL SHELBY**, No. 1 sports car driver in U.S., relaxes at Palm Springs as an ardent admirer, Jim Drake, gazes fondly at him. This was an amateur photo. Send your photos in to us.

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## LOVE SCORES WITH BRISTOL

(Continued from Page 2)

and Gerald Aarons, Pasadena, were 3-4 in Corvettes. John Hawthorn, Compton, did well to capture 5th with an Austin Healey.

Bristols and Porsches hooked up in a grim struggle during the under-2000ccc production semi-main. Bill Love, San Bernardino, ultimately won the 15-lapper in an AC Bristol by 12 seconds over George Spears, Huntington Park, tooling a Porsche 1600 Speedster. Gordon Crowder, Claremont, was 3rd in a Bristol, 15 seconds back of the winner, while pressing him fiercely and finishing only 2 seconds back of Crowder was jolly E. Forbes-Robinson of Glendale in Morley Kasler's No. 113 Carrera. Lew Bracker, Studio City insurance man, had won yesterday's prelim grind in this machine in the production 1300-1500ccc category. Robbie turned in a fine effort to take 4th overall and 1st in Class F today in the outclassed Carrera.

Bob Brigham, Los Angeles, pushed Ken Swanson's MGA to victory in the 15-lap production MG dicer that opened today's meet. He averaged 66.2mph in scoring a 7-second corker over Ray Pickering, Torrance, with John Lumkin, Redondo Beach, 3rd.

**AT SPEED**—Bob Wheat of the Fresno Sports Car Club announces the annual Night Watch Rallye, and is hopeful tonight Southern California drivers trek there Oct. 5-6; entries close Sept. 23, no post entries. Write Mrs. W. D. Woodson, secretary, 5524 E. Ashcroft Ave., Fresno 27. . . . Balding Jim Rathman of Miami won the recent 200-mile USAC National Championship for Indianapolis class autos at Milwaukee to ease ahead of Indy Winner Sam Hanks in a titular point standings. . . . Johnnie Parsons of Van Nuys won the midget "100" on the same track, his first major win in quite a spell. . . . Hank Nykaza, Chicago, was killed in that event, his car spinning, striking a retaining wall and flipping him onto the track. . . . Completing the USAC Milwaukee speed spread was Ralph Moody, ex-NASCAR flash from Dania, Fla., 200-mile stock car victor with a 1957 Ford.

Roy Leslie, who with Bill Kenz runs the top speed shop in Denver, drove the Wynn's Friction Proofing Special to top time of 270mph during the Bonneville Nationals recently. . . . It's a three-engined job using bored-out Ford mills of 304 cu. in.

Speedy Thompson, Monroe, N. C., won the famed Darlington, S. C., "Southern 500" stock car classic Labor Day, winning \$13,450 with his '57 Chevy. . . . Cotton Owens buoyed the Pontiac owners by placing second and Marv Panch was third in a Ford. . . . Bobby Myers, 33-year-old Winston-Salem, N. C., driver, was fatally injured when his mount struck another that had spun in front of him, and he flipped into the path of another contestant.

A short while ago this pillar noted the unsafe track conditions at the new Los Angeles Speedway half-mile. . . . The following week two CRA sprint car pilots were hauled off to the hospital with broken necks!

Gardena Stadium won a Superior Court injunction against the Gardena City Council which had sought to ban further racing due to home-owners' complaints. . . . Another hearing is set this month. . . . Sprouts Elder, one-time motorcycle racing great, committed suicide recently at his Fresno home; his son is Edgar Elder, a pro driver of note who's currently chief mechanic for Ray Crawford, San Gabriel Valley grocery chain operator who won the last Mexican road race in Lincoln. . . . Seymour Laff of Denver informs us the fabled Columbine International course deal near Colorado Springs is being revived and may be ready for operations within a year; putt-putts are running on portions of it now as they don't require pavement. . . . The Colorado Association of Motor Sportsmen are working with the promoters.

Fred and Jackie Pfisterer of New York send word from Maestro Paul Whiteman that he does intend to run an open sports car meet in connection with NASCAR's Daytona Beach Speed Weeks. . . . Moreover, he's planning two similar events between Nassau and Sebring, with Sebring Boss Alec Uman allegedly promising the first five in each class a starting berth. . . . "It would seem, therefore, that SCCA will have to give the O.K. for their members to compete or have little or no representation at Sebring," note the Pfisterers. . . . Mind you, we're all for the Maestro, but we'll believe all this when we see it.

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## Drivers' Points

(Continued from Page 1)

wail, Salt Lake, Santa Rosa, Cotati and Arcata. Points are given for both days of racing for the 1st 6 places on basis of 6-5-4-3-2-1.

## MODIFIED OVER 1500CC

1. Chuck Daigh, Troutman-Barnes 45
2. John von Neumann, Ferrari 39
3. Richie Ginther, Ferrari 39
4. Eric Hauser, Balschowsky Spl. 32
5. Bob Drake, Ferrari 32
6. Pearce Woods, D-Jag 30

## MODIFIED UNDER 1500CC

1. Ken Miles, Porsche RS 95
2. Sam Weiss, Porsche RS 55
3. Bob Drake, Cooper Climax 46
4. Frank Monise, Lotus XI 41
5. J. P. Kuntzle, Porsche RS 26
6. Jack McAfee, Porsche RS 24

## PRODUCTION OVER 1500CC

1. Bob Oker, AC Bristol 51
2. Jack Bates, MB 300SL 47
3. Gordon Crowder, AC Bristol 39
4. Jim Parkinson, Austin-Healey 33
5. Bill Love, AC Bristol 32
6. George Spears, Porsche 29

## PRODUCTION UNDER 1500CC

1. E. Forbes-Robinson, Porsche 47
2. Gary Nelson, Porsche 34
3. Jim Moore, Porsche 31
4. Lew Bracker, Porsche 25
5. Willie West, Alfa-Romeo 25
6. Bob Brigham, MG-A 23

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## Arcata Racing Charts

AUG. 31

1st Annual Lou Brero Memorial Road Races, San Francisco Region, Sports Car Club of America. Course—Arcata Airport—2.1 miles.

Race 1 and 2 Combined—Novice drivers, Prod MG &amp; Prod Sedans. Laps 10. Time 21:40.5. Cars Started 18. Cars Finished 14.

Pos.	Car No.	Driver	Make of Car	MG F	MG G	Sed F	Sed G
1	40	Jack Dalton	MGA	1			
2	52	Fraser Sibbald	MGA	2			
3	141	Donald Gard	MGA	3			
4	152	Edgar Leslie	MGA	4			
5	84	Leonard Gordon	MGA	5			
6	171	Richard Anderson	MGA	6			
7	92	Lee Talbot	MGA	7			
8	49	Lendal Gray	MGTD		1		
9	33	Gordon Wilson	MGTD		2		
10	148	Steve Froines	MGTD		3		
11	132	Bill Carrillon	MGTD		4		
12	151	Stan Peterson	Volvo			1	
13	72	Ed Fawcett	Simca				1
14	114	Robert Lyons	VW Ghia				2

SEPT. 1

Race 3—Novice drivers. Modified cars Classes H, G, F. Laps 10. Time: 20:20.9. Cars started: 12. Cars finished 10.

Pos.	Car No.	Driver	Make of Car	F	G	H
1	106	Charles S. Howard III	Osca	1		
2	1	Larry Albedi	Osca	2		
3	18	John D. Miller	Lotus XI	3		
4	149	Jerry Lewis	MG Spl.	4		
5	92	Lee M. Talbot	MG	5		
6	79	Fred Wood	DD Panhard			1
7	148	Steve Froines	MGTD		1	
8	38	Dottie Noble	Alfa			
9	21	Marshall Swope	Crosley Spl.			2
10	47	W. Joseph Graves	Poof			3

Race 4—Novice drivers. Modified cars E and above. Laps: 10. No time. Cars started: 8. Cars finished: 7.

Pos.	Car No.	Driver	Make of Car	C	D	F
1	19	Dennis L. Sullivan	Jag XK120	1		
2	181	Robert Beale	Jag XK120	2		
3	116	Frank A. Geeseman	Austin Healey		1	
4	45	Elaine Garell	Austin Healey		2	
5	102	Deet Von Elchel	Porsche			1
6	28	George Butcher	Aston Martin		3	

Race 5—Novice drivers. Prod. cars Classes G and F. Laps: 10. No time. Cars started: 15. Cars finished: 13.

Pos.	Car No.	Driver	Make of Car	F	G
1	80	Carl B. Beyer	Porsche	1	
2	57	Charles C. Adams	Porsche	2	
3	152	Edgar Leslie	MGA	3	
4	102	Deet Von Elchel	Porsche	4	
5	107	Charles Kuhn	Porsche	5	
6	141	Donald Gard	MGA	6	
7	92	Lee Talbot	MGA	7	
8	84	Leonard Gordon	MGA	8	
9	147	Robert Phillips	Alfa Romeo		1
10	115	Ed Hodges	Porsche	9	
11	176	Harold Anderson	Porsche	10	
12	148	Steve Froines	MGTD		2
13	38	Dottie Noble	Alfa Romeo		3
14	96	Robert Peck	Porsche	11	
15	56	John Miller	MGTD		4

Race 6—Novice drivers. Cars Class E and above. Laps: 10. No time. Cars started: 21. Cars finished: 15.

Pos.	Car No.	Driver	Make of Car	B	C	D	E
1	76	Bob Bent	Corvette	1			
2	36	Gene Calanchini	Corvette	2			
3	168	Ray Altman	Corvette	3			
4	63	John Luce	AC Bristol				1
5	194	J. Patrick Mahoney	AC Bristol				2
6	28	George Butcher	Aston Martin			1	
7	63	Joseph McGee	TR 3				3
8	51	Mogens Skov	TR 2				4
9	177	William Mason	TR 3				5
10	19	Dennis Sullivan	Jag XK 120		1		
11	150	John Otterbeck	TR 3				6
12	121	Scott Zarbaugh	TR 3				7
13	61	Donald Mitolo	TR 3				8
14	188	Glenn Lee	TR 3				9
15	112	Duane Rice	TR 3				10

Race 7—Senior drivers. Prod. cars Classes G and F. Laps: 20. Time: 40:49.6. Cars started: 15. Cars finished: 13.

Pos.	Car No.	Driver	Make of Car	F	G
1	119	Skip Hudson	Porsche	1	
2	170	Ed Vincent	Porsche	2	
3	102	Jack Woodard	Porsche 1600	3	
4	70	Fred Block	Porsche	4	
5	86	Brett Morehouse	Porsche	5	
6	40	John Dalton	MGA	6	
7	52	Fraser Sibbald	MGA	7	
8	171	Richard Anderson	MGA	8	
9	130	Prudence Crosby	Alfa Romeo		1
10	91	George Gartung	Alfa Romeo		2
11	132	William Carrillon	MGTD		3
12	49	Lendal Gray	MGTD		4
13	33	Gordon Wilson	MGTD		5

Race 8—Senior drivers. Prod. cars E and above. Laps: 20. Time 38:51.8. Cars started: 12. Cars finished: 11.

Pos.	Car No.	Driver	Make of Car	C	D	E
1	4	Dino Viches	Merc-Benz 300 SL		1	
2	17	James Orr	AC Bristol			1
3	194	Fred Knoop	AC Bristol			2
4	68	James Wood	AC Bristol			3
5	144	George Snively	Austin Healey		2	
6	112	Duane Rice	TR 3			4
7	58	Bud Morris	TR 3			5
8	150	Gordon Rundblad	TR 3			6
9	133	Richard Newhall	AH 100M		3	
10	89	Elof Carlson	Jag XK 120	1		
11	51	Steven Holman	TR 2			7

Races 9 and 10—Combined Senior drivers. Mod. cars B, C, D, E, F, G, H. Laps: 30. Time: 55:20.2. Cars started: 28. Cars finished: 19.

Pos.	Car No.	Driver	Make of Car	D	E	F	G	H
1	55	Sam Weiss	Porsche Spy RS			1		
2	125	Pete Lovely	2.0 Testa R Ferrari		1			
3	12	Eldon Beagle	Porsche Spy 550			2		
4	124	George Keck	Porsche Spy 550			3		
5	126	Thomas Meehan	Porsche-Cooper			4		
6	6	John Fox	Lotus LeMans			5		
7	67	Ralph Ormsbee	Cooper Climax				1	
8	4	Dino Viches	Merc. Benz 300SL	1				
9	166	Gordon Glyer	Austin Healey	2				
10	45	Tom Brandes	Austin Healey	3				
11	111	Duane Rice	TR 3		2			
12	102	Jack Woodard	Porsche			6		
13	71	Carl Block	Porsche 550			7		
14	129	Al Freudenberg	TR 3 Spl.		3			
15	119	Skip Hudson	Porsche 1500			8		
16	86	Brett Morehouse	Porsche Speed.			9		
17	154	Harry Byerly	Crosley Spl.					1
18	52	Fraser Sibbald	MGA			10		
19	79	Fred Wood	Panhard DB					2

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# Santa Barbara Race Charts

(Continued from Page 4)

Race No. 7—Modified 1000cc to 1500cc. Time 17:35, laps 10, avg. 75.1, miles 22.				
			F	G
1	50	Miles, Ken	Porsche Spy RS	
2	249	Drake, Bob	Cooper Climax	
3	58	McAfee, Jack	Porsche Spy RS	
4	29	Playan, Joe	Porsche Spy RS	
5	44	Monise, Frank	Lotus Mk XI	1
6	63	Lozano, Ignacio	Lotus Cov. LeMans	2
7	8	Oker, Bob	Maserati 150S	5
8	46	Morgensen, Dick	Porsche Spy RS	6
9	151	Miller, Leon	Lotus MK II	3
10	169	Porter, John	Porsche 550 Synd	7
11	102	Nethercutt, Jack	Lotus MK XI	4
12	90	Roberts, Donald	Lotus VI	5
13	147	Biehl, John	Cooper Cov. Climax	6
14	129	Lawrence, John	MG Spec.	8
15	130	Newman, Fred	Lotus MK IX	7
16	303	Chaffee, Marvin	Porsche Spy 550	9
17	25	Chaffee, Jim	MG TD	10
18	23	Tallman, John	MG TC	11
19	39	Sutton, Robert	Siata JAP	8
20	19	Shaw, William	MG TC Spec.	12
21	121	Miller, Leo	PMG Mistral	13

9 G, 16 F, 25 starters. Did not finish—27 Skip Conklin, Lotus Climax Mk IX, stub axle & U joint bolts sheared; 40 Bob Kirby, Porsche 550 RS, alt. driver black-flagged for no practice; 119 Bob Plass, OSCA, ring and pinion out; 327 Harry Hanford, Sr., OSCA, battery broke loose and was shorting out.

Race No. 8—Modified over 1500cc. Time 17:22, laps 10 avg. 75.9, miles 22.				
			B	C
1	211	Ginther, Richie	Ferrari 2.5 Testa R	1
2	178	Woods, Pete	D. Jag.	2
3	49	Drake, Bob	4.9 Ferrari	1
4	5	Daigh, Chuck	Troutman-Barnes Sp.	2
5	59	Oker, Bob	Aston-Martin	2
6	70	Porter, Chuck	Balchowsky Buick	2
7	172	Thompson, Mickey	Cad Kurtis	3
8	38	Bates, Jack	Ferrari Monza	3
9	222	Bellesiles, Jacques	Ferrari Monza	4
10	155	Erb, Harold	MG-TC S/Chg	1
11	83	Haggerty, John	Ferrari Mondial	2
12	21	Smith, Michael	Sparks-Bonney Sp.	4
13	132	Lenard, David	Cad Kurtis	5
14	319	Bondurant, Bob	Ferrari 1.9	3
15	9	Friedlander, Bill	Austin Healey	5
16	124	Firestone, Jim	Frazer Nash LeMans	4
17	199	Love, Bill	Ferrari 1.9	5

5 B, 6 C, 6 D, 7 E, 24 starters. Did not finish—1 Bill Leyden, TR Spec., said he: "I really couldn't say." 3 Bruce Kessler, Aston Martin DB3S, broken ring gear and pinion; 17 Tom Groszkrit, C-Jag, wanted to save the car for selling purposes; 174 Charles Barnett, MG Fiber Glass, just quit running; 204 Don Huette, Jag. Sport, lost fan belt; 808 Ronnie Dixon, T. Bird, fried pistons; 107 David Dunbar, Merc. Spec. black-flagged for leaking water.

## SEPT. 1

Race No. 9—Prod. M.G. Time 29:55, laps 15, avg. 66.2, miles 33.				
			F	
1	67	Brigham, Bob	MGA	1
2	89	Pickering, Ray	MGA	2
3	62	Lumkin, John	MGA	3
4	160	Lawrence, John	MGA	4
5	128	Scurlock, Robert	MGA	5
6	163	Schillreff, Geo.	MGA	6
7	194	Nichols, Frank	MGA	7
8	30	Turner, Bruce	MGA	8
9	237	Taylor, Sam	MG MK II	9
10	0	Honeter, Jim	MG-TF	10
11	110	Dixon, John	MGA	11
12	42	Hogan, Harry	MGA	12
13	161	Blak, Jack	MG-TF	13
14	53	Freutel, Ed	MGA	14
15	236	Gleghorn, Jack	MG-TD MK II	15
16	47	Dair, Jack	MG-TF	16
17	126	Stewart, Ed	MGA	17
18	00	Davies, Loyal	MGA	18
19	14	Jahns, Jeff	MG-TD	19
20	92	Stephan, Vernon	MG	20
21	148	Strange, Ronald	MG-TF	21
22	52	Davis, William	MG MK II	22
23	103	Roehr, Kenneth	MG-TD	23
24	218	Armes, Harold	MG-TD MK II	24
25	26	Eubank, Jack	MG-TD	25
26	410	Clapp, Richard	MG-TF	26
27	710	Dixon, Harold	MG-TF	27
28	153	Sparks, Robert	MGA	28
29	176	Eyraud, Dave	MGA	29
30	271	Evans, Todd	MG-TF	30
31	51	Nielsen, David	MGA	31
32	134	Beard, George	MG-TD	32
33	187	Flanagan, Robert	MG-TD	33

37 F starters. Did not finish—34 Don Caselton, MG-TD MK II, blew clutch; 131 Jim Parkinson, MGA, lost wheel; 141 Sandy Sinclair, thought he received checkered flag and pulled into pits one lap too soon; 269 Geo. Demetras, MGA, punctured tire, possibly a carburetor needle.

Race No. 10—Prod. under 2000cc excluding MG's. Time 29:01, laps 15, avg. 68.2, miles 33.				
			F	G
1	53	Love, William	AC Bristol	1
2	192	Spears, George	Porsche 1600 Spd	2
3	48	Crowder, Gordon	AC Bristol	3
4	113	Forbes-Robinson, E.	Porsche Carrera	4
5	145	Spencer, Lew	Morgan TR3	5
6	711	Dixon, Bill	Siata	6
7	224	Barker, Ed	Porsche Spd	7
8	213	McQuilken, D. F.	Arnolt Bristol	8
9	105	Eastman, Richard	AC Ace Bristol	9
10	72	Moore, Jimmy	Porsche Spd	10
11	81	Hills, Jay	Porsche Carrera	11
12	263	West, Willie	Alfa Romeo Spy	12
13	197	Roetnor, Michael	Alfa Romeo Veloce	13
14	165	Bowers, Rod	Alfa Romeo Sp	14
15	134	Hamilton, Harold	Porsche Spd	15
16	115	Aldous, Frank	Alfa Romeo Spyder	16
17	61	Levitt, Dan	TR3	17
18	85	Doushness, Bill	TR3	18
19	37	Newitt, Tom	Alfa Romeo GS	19
20	122	Merrick, Clark	TR2	20
21	41	Quattrocchi, Frank	TR3	21
22	54	Nast, Thomas	AC Ace	22
23	196	Patton, Bob	Alfa Romeo	23
24	120	Bythiner, Klaus	Alfa Romeo GS	24
25	108	Stacey, Richard	Alfa Romeo GS	25
26	195	Tuning, Orville	Morgan TR2	26
27	45	Anderson, T.	TR3	27
28	104	Wheeler, Bill	Dyna Panhard Jr	28

1 G, 16 F, 16 E, 33 starters. Did not finish—12 D. D. Michelmore, Porsche, overheated and froze up; 35 Harvey Simon, AC Ace; 217 James McEniry, Porsche, black flagged; 219 Al Cadrobbi, Porsche GT Carr, slipping clutch; 553 Mike Hammond, Porsche 1500cc, black-flagged.

(Continued on Page 8, Cols. 1-4)

## CALENDAR

7-8—Chicago SCCA 500, Elkhart Lake, Wisc.  
8—Continental Concours d'Elegance, Road and Track, WSCC, Pen and Quill Restaurant, Manhattan Beach, 4 p.m.  
11—Los Angeles Press Club, Auto Race Night, Ambassador Hotel, 7:30 p.m.  
14-15—Neokla Region SCCA Sports Car Races, Stillwater, Okla.  
15—International Motor Sports Show Concours d'Elegance, Gardena Stadium 4 to 9:30 p.m.  
15—Pacific Sports Car Club Gymkhana of the Pacific I, parking lot, La Tijera and Freeman Blvds., Inglewood, 9:30 a.m.  
19-20—Frankfurt Auto Show, Germany.  
20-21—Glen Region SCCA, 10th Annual Grand Prix Sports Car Races, Watkins Glen, N. Y.  
21-22—CSCC Sports Car Races, Riverside, Calif.  
28-29—San Francisco SCCA Cobb Mountain Hillclimb.  
28-29—Practice Weekend at Paramount Ranch.  
28-29—RRR Pro Road Races, Willow Springs.  
31-1—Red River Region SCCA, Sports Car Races, Mansfield, La.

## 500CC STANDINGS

Harry Morrow, of Burbank, with 118 points, holds a commanding lead in National 500cc Club standings. Points include Aug. 31—Sept. 1 Santa Barbara races. Leading 10:

1. Harry Morrow	118
2. Jean Geslin	72
3. Dick Rogers	67
4. Jim Frank	36
5. Rolf Roth	35
6. George Holcomb	33
7. Terry Lamoureux	25
8. Stuart Dane	22
9. Mark Brunner	19
10. E. M. Pupulidy	18

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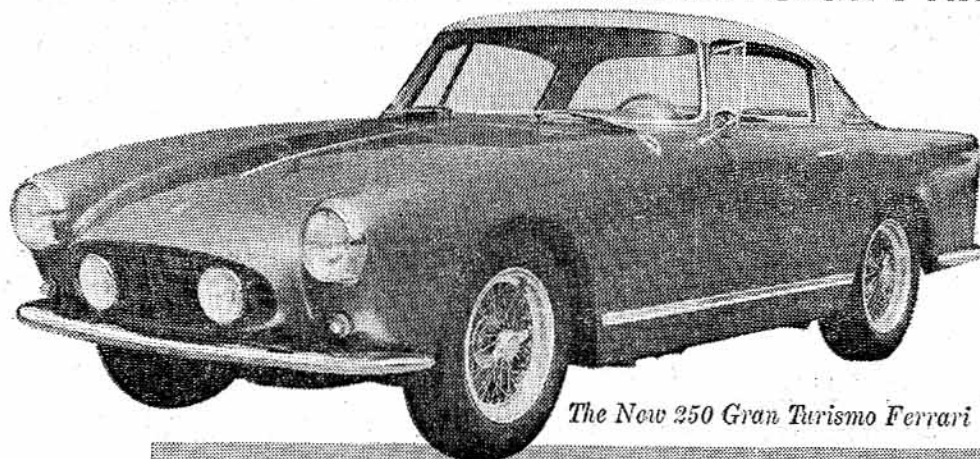
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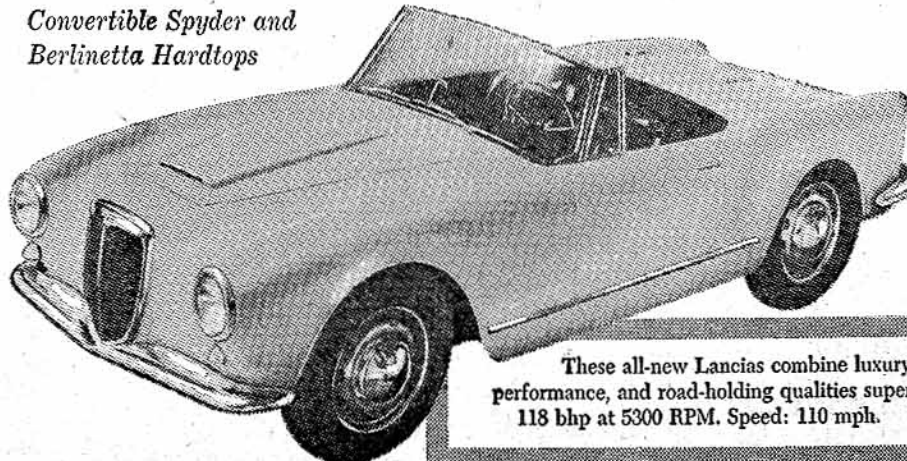
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1st Place in 2500cc Class—Formula I Ferrari driven by L. Musso of Italy.

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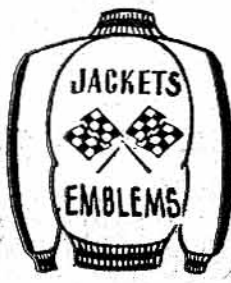
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# Santa Barbara Race Charts

(Continued from Page 7)

Race No. 11—Prod. over 2000cc. Time 28:35, laps 15, avg. 69.3, miles 33.		Class Position		F G	
Pos.	No.	Behind	Driver	Make of Car	
1	258		Austin, Jerry	Chev. Corvette	1
2	57	12	Bates, Jack	Mercedes Benz	2
3	283	32	Porterfield, A.	Chev. Corvette	3
4	256	101	Aarons, Gerald	Chev. Corvette	4
5	74	102	Hathorn, John	Austin Healey	5
6	93	104	Evans, Art	Jaguar XK120	6
7	164	105	Windhorst, Bob	Austin Healey	7
8	132	107	Hoffman, Bob	Chev. Corvette	8
9	71	111	Fletcher, Robert	Mercedes Benz	9
10	136	11	Woods, Hugh	Chev. Corvette	10
11	11	37	Hoebbel, Al	Jaguar XK120	11
12	166	43	Hart, Norman	Jaguar XK120M	12
13	146	45	Pryor, Hugh	Austin Healey	13
14	238	63	Ford, Jack	Corvette	14
15	201	68	Masterson, John	Chev. Corvette	15
16	36	69	Farrell, Charles	Austin Healey	16
17	60	70	Kadin, Jim	Corvette	17
18	69	71	Weller, Bob	XK140	18
19	85	73	Whitelock, Jerome	Austin Healey	19
20	171	86	Harris, Bob	Jag XK120	20
21	227	89	Starkweather, Ralph	Austin Healey	21
22	137	92	Starkweather, Ralph	Jag XK120	22
23	91	103	Fox, Jim	Jag XK120	23
24	154	109	DeWard, Tom	Jag XK120	24
25	97	2L20	O'Neill, Thomas	Austin Healey	25
26	233	61	Miller, Robert	Austin Healey	26
27	250	4L47	Coffin, James	Austin Healey	27

22 C, 13 D, 35 starters. Did not finish—80 Jim Matthews, Jag. XK120 threw a rod; 112 Bill Atkins, Mercedes 300SL; 125 Laurence Clark, Corvette, fan belt broke; 130 Chuck Brassell, Corvette, blew clutch; 149 Cal Bailey, Corvette, broken oil seal on rear axle; 180 Jerry McGee, Corvette, blew piston; 221 Ron Ellico, Mercedes 300 SL broken oil line; 314 Bill Gaskins, Corvette, lost brakes, transmission trouble.

Race No. 12—Mod. under 3600cc and Form III. Time 18:05, laps 10, avg. 72.9, miles 22.

Race No. 12—Mod. under 3600cc and Form III. Time 18:05, laps 10, avg. 72.9, miles 22.		Class Position		F G H I	
Pos.	No.	Behind	Driver	Make of Car	
1	204		Hulette, Don	Jaguar Sport	1
2	18	39	Blackwell, Carlyle	C Jaguar	2
3	327	40	Aanford, Harry	OSCA	3
4	303	84	Ballanger, Marv	Porsche Spy	4
5	101	115	Morrow, Harry	Cooper MK IX	5
6	116	1L14	Schroeder, Chuck	Lotus Mk II	6
7	212	25	Dane, Stuart	Mercury Spec	7
8	107	33	Dunbar, David	Siata JAP	8
9	39	35	Sutton, Bob	PMG Mistral	9
10	121	36	Walker, Chuck	Snow, Douglas	10
11	78	51	Chafee, Jim	MGTD	11
12	25	55	Groskritz, Tom	C Jaguar	12
13	17	60	Shaw, William	MG-TC Spec	13
14	19	60.5	Pearson, Ron	Volvo	14
15	7	68	Lough, Boyd	Crosley	15
16	230	68.5	Timanus, John	MG-TC	16
17	77	69	Beck, W.	Cooper JAP	17
18	143	6L	Gaylord, Leslie	Gaylord Spec	18

4C, 2E, 7F, 4G, 2H, 1 I, 9 JII 29 starters. Did not finish—16 Lance Reventlow Formula 1 engine was missing; 27 Skip Conklin, Lotus Climax, right shock severed at the DeDion tube; 28 Charles Nerpel, Andre Spec.; 46 John Davis, Porsche 550 RS, spun on turn 9 and couldn't re-start engine; 68 Terry Lamoureux, Nonpareil, clutch slipping and broken radius rod; 96 Dick Rogers, Cooper, magneto failure; 98 Korst, Formula III, fuel pump failure; 100 Jim Frank, Cooper, oil starvation; 174 Charles Barnett, MG Fiber Glass; 255 Brad Pischel, Renault Spec., engine quit.

Race No. 13—Mod. under 1500cc. Time 60:05, laps 34, avg. 74.6, miles 74.8.

Race No. 13—Mod. under 1500cc. Time 60:05, laps 34, avg. 74.6, miles 74.8.		Class Position		F G H	
Pos.	No.	Behind	Driver	Make of Car	
1	50		Miles, Ken	Porsche Spy. RS	1
2	58	16	McAfee, Jack	Porsche Spy. RS	2
3	29	25	Playan, Joe	Porsche Spy. RS	3
4	327	91	Hanford, Harry	OSCA	4
5	8	92	Oker, Bob	Maserati 150S	5
6	102	1L104	Nethercutt, Jack	Lotus MK XI	6
7	46	105	Morgensen, Dick	Porsche RS	7
8	151	2L19	Miller, Leon	Lotus MK II	8
9	147	32	Biehl, John	Cooper Coventry Cli.	9
10	169	71	Porter, John	Porsche 550 Spy.	10
11	90	116	Roberts, Donald	Lotus VI	11
12	303	4L20	Ballanger, M.	Porsche Spy. 550	12
13	116	115	Schroeder, Chuck	Lotus MK II	13
14	158	5L73	Verrecchia, Rico	Crosley Spec.	14
15	73	74	Peron, Perry	Panhard	15
16	157	87	Miller, Don	Crosley	16
17	129	6L35	Lawrence, John	MG Spec.	17
18	75	55	Livingstone, Duffy	DB Panhard	18
19	114	7L128	Buckline, Stan	Panhard	19

6 H, 9 G, 10 F, 25 starters. Did not finish—32 Bob Holbrook Crosley Spec.; 44 Frank Monise, Lotus MK XI, oil leak, shorted out ignition; 63 Ignacio Lozano, Lotus Coventry; 64 Ken Miller, Morris Minor Spec., when coming down straight shut off engine and pulled into pits; 150 Fred Newman, Lotus MK II, blew clutch; 249 Bob Drake, Cooper Climax, overheated.

Race No. 14—Women's Race. Time 14:55, laps 8, avg. 70.8, miles 17.6.

Race No. 14—Women's Race. Time 14:55, laps 8, avg. 70.8, miles 17.6.		Class Position		D E F H	
Pos.	No.	Behind	Driver	Make of Car	
1	88		Levy, Ruth	Porsche 550	1
2	59	25	Davis, Mary	Aston Martin	2
3	555	110	Scott, Linda	Porsche Spd.	3
4	164	112	Windhorst, Barbara	Austin Healey	4
5	84	1L3	Doushess, Ruth	TR3	5
6	7	23	Hirsh, Jean	Volvo	6
7	237	41	Taylor, Norah	MG MK II	7
8	110	54	Dixon, Marie	MGA	8
9	176	56	Pischel, Joan	MGA	9
10	411	63	Metzger, Carol	MGA	10
11	61	117	Markey, Anna	TR2	11
12	25	119	Chaffee, Dot	MG-TD	12
13	114	123	Wheeler, Ione	Panhard	13
14	140	2L1	Lee, Maureen	Alfa Romeo GS	14
15	52	4	Davis, Edna	MG MK II	15

1 Dm, 1Dp, 1Em 1 Ep, 2 Fm, 7 Fp, 1 Hp. Did not finish—193 Betty Schutes Porsche clutch slipping.

Race No. 15—Mod. Over 1500cc. Time 59:54, laps 35, avg. 77.1, miles 77.

Race No. 15—Mod. Over 1500cc. Time 59:54, laps 35, avg. 77.1, miles 77.		Class Position		B C D E	
Pos.	No.	Behind	Driver	Make of Car	
1	5		Daigh, Chuck	Troutman-Barnes Sp.	1
2	211	8	Ginther, Richie	Ferrari 2.5 Testa Rossa	2
3	70	68	Porter, Chuck	Balchowsky Buick	3
4	172	1L14	Thompson, Mickey	Cad Kurtis	4
5	204	27	Hulette, D.	Jag Sport	5
6	59	37	Oker, Bob	Aston Martin	6
7	21	2L49	Smith, Michael	Sparks-Bonney Sp	7
8	83	3L85	Haggerty, John	Ferrari Mondial	8
9	319	4L19	Bondurant, Bob	Ferrari 1.9	9
10	9	58	Friedauer, Bill	Austin Healey	10
11	124	66	Firestone, Jim	Frazer Nash	11
12	199	87	Love, Bill	Ferrari 1.9	12
13	18	29L35	Blackwell, Carlyle	C Jag	13

5 B 4 C, 5 D, 5 E, 19 starters. Did not finish—38 Jack Bates, Ferrari Monza, went into ditch off turn 3, front end badly dented; 49 Bob Drake, 4.9 Ferrari, dumped oil on starting grid, never completed first lap; 152 David Lenard, Cad. Kurtis, stopped for leaking gas and couldn't restart; 155 Harold Erb, MG-TC, lost wheel; 178 Pete Woods, D-Jag., lost clutch; 222 Jacques Bellesiles Ferrari Monza, brake trouble.

223 official entries; 373 starters in two days; 74 retirements.

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## The Rallye Scene

By Gail Ann Holden

1956 SCCSCC CHAMPION NAVIGATOR

CHALLENGING EVENT BY  
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TWO YEARS AGO a group of enthusiastic Austin-Healey owners gave birth to a new organization aptly named the Austin-Healey Owners' Club.

In 1956 the proud parents celebrated one year's growth by staging an interesting navigational rallye. As a result of the rallye's tremendous success, a decision was made to establish it as an annual event.

This year the Austin-Healey Owners' Club will present its 2nd Anniversary Rallye on September 21 and 22. An overnight event, the rallye will last approximately 12 hours and cover a distance of about 400 miles. The first car will leave Hody's Drive-In, North Hollywood, at 7:31 p.m., Saturday, September 21, and finish somewhere in the Santa Monica area early Sunday morning.

### CHALLENGING EVENT

The 2nd Anniversary Rallye promises to be a challenging event for both driver and navigator. The course will be run entirely on paved roads through some of Southern California's most interesting mountain and desert country.

Trophies will be awarded through 10th position. Additional awards will be presented to the first and second place teams, the best male couple, the best female couple, the best

mixed couple, the best of any organized sports car club represented by five or more entrants.

This rallye is an open event, sanctioned by the Southern California Council of Sports Car Clubs. The entry fee is \$5, post entries \$6. Applications are now available by calling Rallyemasters Dick Murray or Dave Long.

### CALIF. TAKES HONORS

The recent Grand Canyon Rallye, held by the Phoenix

Chapter of the Four Cylinder Club of America, presented top team awards to the five-car California contingent.

California was well represented in this scenic navigational contest. Sixteen couples made the weekend trip.

The five winners were Tom Higgins and Doug Deary, South Bay F.C.C.A.; F. W. and Laura McDonald, North American S.C.A.; Duane and Jerrie Sparks, Douglas S.C.C.; Tip and Millie Gruver, Austin-Healey O.C.; Jean Hudson and Wally Brown, Austin-Healey O.C.

All 16 California entrants heartily agreed that the Grand Canyon Rallye possessed all the attributes of a championship quality rallye.

Congratulations, Rallyemaster Burt Batson.

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San Francisco Newsletter

## • Dear Gus

By Tom Wilson

### S.F.&L.A. SCCA BOYS WORK TO PULL THE EASTERN BIGGIES

DEAR GUS:

I know you are right in the midst of closing that big deal, but I ran into a few little deals that might interest you, so bend an ear and give a listen.

The S.F. and L.A. locals of SCCA have gotten together (at last) and are preparing a voluminous entry blank that will cover the three National races they are sanctioning and/or sponsoring during the month of November: The Palm Springs, Pebble Beach and Riverside entry blanks will be distributed as a volume and mailed to all SCCA drivers in the U.S.A.

They hope that this package deal will attract many of the big wheels in the East and make this series of races the most attractive deal since those fuschia pants showed up at the Palm Springs bash. Since the Cal Club also plans a race at Paramount Nov. 30-Dec. 1, there should be enough racing for all hands during November. The natives will figure the locusts gave them a short count when that horde of sports cars hits the local scene.

Since it is the custom, on the West Coast, to limit National races to senior drivers, we can see the brewing of a big beef. Assuming that these races may attract an overflow entry list, please tell me who will be left holding the sack? In case of a surplus, will it be the Eastern drivers who have traveled a few thousand miles or will it be the local boys who have supported California races through many lean years? It will probably be a case of first come, first served—with the local wheels notifying the entrants of their status before they leave home. Since the entries are limited, there will be some who will be too late and the beef will be on the fire. At least we warned them to get on the ball—probably the ones who enter all three races will get the preference.

Of course the Nassau Speed Week (first week in Dec.) may blow up their bubble and perhaps the International set couldn't care less about the West Coast. That would solve everyone's problem. It will be interesting to note which way the big wheels of SCCA travel—will it be the three SCCA races on the coast or the social deal of the F.I.A. Nassau races? The Coast races could also solve that hassle about the relative driving abilities of the East and West drivers. Last year the Eastern drivers, after Palm Springs, spent the winter trying to find the reason why their cars were so sick. They even shipped them back here for an inoculation of some of that go-juice.

#### ★ HE READS FLUENTLY

Gus, you will have to stop reading those National sports car magazines—at least get the race dates from some other source. True, you did not pick up those Buchanan Field and

Reno Race dates that they have been running all year (those races were never scheduled), but the Cobb Mt. Hill Climb is Sept. 28-29 and the Sacramento races are Oct. 5-6. The Sacramento date was recently changed due to Gold Suit's insistence that a 3-week lapse exist before his State Fair Grounds races. It seems he pays more rent—the sports car races are a charity deal—so when he snaps his fingers, everybody jumps.

Since the Sacramento races are limited to senior drivers and the Cobb Mt. Hill Climb is open to allcomers, the change in dates shouldn't make too much difference. The run-for-fun boys look forward to the 6th annual Cobb Mt. Climb as the premier social event of this sports car season and along about Saturday night they will be bending fenders on the dance floor at Hoberg's Resort and feeling no pain. No competition license is required by Sport Cars Unlimited, so the novice drivers usually carry off their share of the loot.

#### ★ MA! THEY DID IT AGAIN!

A recent ruling of the Contest Board of SCCA put the Porsche Carrera Gran Turismo in the sports category (modified) and it seems that the boys were a wee bit previous again. The S.F. Region is honoring a letter from the Porsche factory showing that this model is identical to the De Luxe Carrera except for the bucket seats, no radio or heater, which have always been optional items.

The F.I.A. had certified this model, in 1956, in production category and their requirements are a minimum of 100 closed cars and 200 open cars. This is even tougher than the 150 all-models requirement of SCCA.

The angle on this is that two Carrera owners and veterans of the Nurburgring, Fred Block and Don Dickey, had to go to bat with the factory to get this mess straightened out; the Contest Board never made such an inquiry. The C.B. assumed that the Sebring Porsche Carrera was the same model but that was not a fact. The Sebring Porsche ran as a modified car, which it was, but it has not the same specs as the Gran Turismo. Why should the drivers be penalized by such rulings due to a slipshod method off inquiry? In fact, no inquiry at all.

#### ★ HO-HUM!

Carl Block has been driving on the West Coast since 1953 and has raced on all the courses with varying success. Every once in a while, when he gets an extra 3-buck bill, he sends it in to Westport with a few brief remarks requesting a senior license. They in turn send him back his 3 bucks and tell him to go get a reputation. In other words, they have never heard of the guy and they tell him to go through the chairs of the lodge and use up the coupons on his novice license. This tees him off no end so he takes the 3-buck bill and buys a round of drinks and forgets about it. Two or 3 races later he gets another inheritance and tries it again, but luck so far. This has been going on for 4 years and it is a question of who will wear out first. The last beef held that it needed a counter-signature. Since it went through the S.F. office—who goofed there?

Right now, Carl is suffering from a bad case of shorts. Gus,

## Brakes Fail at 100MPH!

(Continued from Page 1)

bar and crash helmet with saving his life.

Leson was racing close to 100-mph when his brakes failed as he tried to avoid over-running an MG ahead of him. The gritty driver was at the Victory banquet held tonight at near-by Eureka.

What might have been a hotter race failed to develop when John Barneson, driving the huge Chrysler-powered Hagemann Special, made a pit stop after blowing a tread early in the going and then lost his brakes while trying to make up time. He was eventually forced out. Barneson was 3rd when the trouble came, and yielded his position to Beagle on the 7th tour.

Weiss shot into the lead at the start and was never headed. Lovely was never out of 2nd slot, and there was no change in Beagle's spot after he supplanted Barneson.

#### LESON MOVES UP

Leson had come up from 7th to 4th on the 12th, when he over-shot a turn to lose a position and then crack up shortly after.

It remained for Viches, the young 300SL pilot from Pendleton, Ore., and Jim Orr, Kentfield, Calif., AC Bristol, to provide the most thrilling duel of the day for the 5000 spectators in the big production car race for senior drivers.

Viches won by a scant couple of feet after the smaller-engined AC had kept on his tailpipes every bit of the way. He averaged 64.84mph for the 20 laps, and led for 18 of the 20 laps, although very little daylight separated them. Orr, who is president of the SF Region of SCCA, which staged the races, was in front on the 12th and 13th whirled after Viches went off the course.

Fred Knoop, AC Bristol, was 3rd.

The small production car race for senior drivers went to a Southern Californian, Skip Hudson, of Riverside. He averaged 61.72mph in Dan von Herman's 1500 Porsche and was in charge from the 2nd lap on. Following were Ed Vincent and Jack Woodard, piloting Porsches.

A fine effort in this race was turned in by a good-looking doll by the name of Prudence Crosby. She was 9th overall and

I think that this is a worthy cause; couldn't we start a fund which would have two purposes? First, we would buy Carl a license and make him honest and legal-like again. Then we could take the balance of the dough, which his friends send in, and start an On-to-Hawaii fund for Wilson and Vignolle to see those races next year. I know a lot of guys who would like to get us out of the country, so I think we would have it made.

That could be your big deal for the month. Don't close that other deal until I see you at Hoberg's.

With best regards,  
tom wilson

took 1st in class G with an Alfa Romeo.

#### BENT WINNER

Races for novice drivers saw the following winners: Bob Bent, Corvette; Carl Beyer, Porsche; Dennis Sullivan, Jag XK120; Charles S. Howard III, OSCA; Jack Dalton, MG-A, and Stan Peterson, Volvo sedan.

The races were a memorial to the late Lou Brero, of this town, one of the finest sportsmen ever to draw a breath. He died of burns when his car caught fire at the Hawaii races last April. His pretty daughter, Claudette, presented orchid leis to the victors. Also on hand yesterday and today were his son, Lou, Jr., a driver just back from Europe, and, briefly today, his widow, Dolores.

Although the Arcata Airport is known as the foggiest in the U.S., today's weather was beautiful and the program was a fine one from start to finish. Co-sponsors were the Redwood Sports Car Club and Veterans of Foreign Wars, District No. 21, who did a meritorious job. Proceeds were ticketed for charity. Heading the Redwood club's Race Committee was Dr. Barry Garell, chairman.

**FERRARI OFFICIAL KILLED**  
MODENA, Italy, Aug. 29—Ondrea Frascetti, 28, a technician who helped produce Italy's famed Ferrari sports and racing cars, was killed today when a Ferrari he was testing left the track and overturned.

## BUY of the WEEK



Here is our best buy for this issue of Motoracing: LES LES-TON GLOVES. Lightest natural cape palm, crocheted back for comfort and coolness. Compare with any driving glove at any price! Only \$6.50. A good buy at any time: The MG Mitten, original tailored car cover to protect your investment. Sample prices:

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## • European Scene

By W. Robert Nitske

### IT COSTS PLENTY OF \$ \$ TO STAGE GRAND PRIX RACES

IN AN EARLIER column I mentioned the high cost of staging a successful Grand Prix event. Recently I referred again to this subject in connection with the cancellation of the Dutch and Belgian events; the Swiss Grand Prix had already been written off permanently, but such crowd-drawers as the Grand Prix at the Nurburgring were not at all certainties.

One of the major expense items, and perhaps the elementary one at that, is of course, the starting money guaranteed to the racing car manufacturers or the stable owners to insure participation of their cars at the given racing event.

Appearance money depends upon the prestige of the particular firm and its product. The most successful marque, which naturally attracts the largest number of paying customers, receives the largest amounts.

#### \$2000 PER CAR

Ferrari and Maserati are on equal terms at the present time, each receiving \$2,000 per car. Since each one of these contestants bring four cars to the starting line, this amounts to an outlay of \$16,000. Fangio receives generally an extra \$500 per start. Other drivers who have won a Grand Prix race get \$300 each, while other contenders receive a \$100 stipend as a rule.

So far, Vanwall has been getting \$1,600 per car, but the victory in the British Grand Prix should bring that up to the price paid to the Italians.

The BRMs have received \$1,200 each for their two cars, adding mainly in numbers, not quality, to the competition.

Thus, we have then some \$18,000 for the Italian entries, plus their drivers, provided that the event takes place close to the home grounds of these firms. Otherwise, some addi-

tional money has to be paid for transportation.

#### TRANSPORTATION COSTS

The Vanwall entries, plus their drivers, Moss and Brooks, and lesser drivers, come to about \$7,000. The transportation costs for the British entries are considerably higher than those paid to the Italian participants, since they have to cross the channel every time.

These 16 cars then, which constitute a fair field for a regular Grand Prix event, cost about \$27,500, not considering the transportation costs.

Occasionally, a few others, such as Gordini and Formula II cars, and privately-entered Maseratis, make their appearance on a starting line, but at lower costs than those mentioned for the factory-entered cars above.

Here then, we have a first class Grand Prix starting field lined up and warming up their engines for the big race, at a cost of perhaps \$40,000 to the promoters, ready to race!

#### PLENTY OF MOOLA!

Although much money can be saved by the sponsors of the event in case the cars do not finish the first lap, such a thing does not happen, except to an occasional entry. And if it did to the entire field, all of the spectators would request refunds of their admissions, thus adding to the difficulties immensely. No promoting club ever hopes for that, anyway.

Prize money is, of course, another story, but quite similar to this one. Except that it sometimes depends upon attendance. Generally the total distributed amounts to as much as the starting money. A simple way is to multiply the above expense by two.

It really costs a lot of money to put on a Grand Prix race.

## 245 mph by Moss In MG EX181!

BONNEVILLE SALT FLATS, Utah, Aug. 24 — British Motor Corporation's 1496cc MG EX181 roared to five new world's class F records with Stirling Moss at the wheel here today. His top speed was 245.65mph for 1 kilometer (five-eighths of a mile). Previous mark was 204.3mph.

His other marks: 245.11 for 1 mile; 243.08 for 5 kilometers; 235.69 for 5 miles; and 224.70 for 10 kilometers.

Features of the EX181 include: supercharged and modified engine using MG block as bases, two radiators for cooling, one single disc brake mounted in-board working on rear wheels, shifting speeds of 59 from first to second, 103 second to third and 159 third to high, car about three feet high.

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## MOTOR SPORTS SHOW OPENS SEPT. 13

The 10th annual International Motor Sports Show is set for 10 days starting Friday, Sept. 13, at Gardena Stadium.

Already more than 75 per cent of space has been sold to exhibitors who will display the latest products, devices and methods in the automotive line. More than 100 displays will comprise that portion of the spectacle.

Besides the ornate displays will be scores of beautiful American and European custom and "dream" experimental cars, sports cars, hot rods, dragsters, motorcycles, boats and practically everything on wheels.

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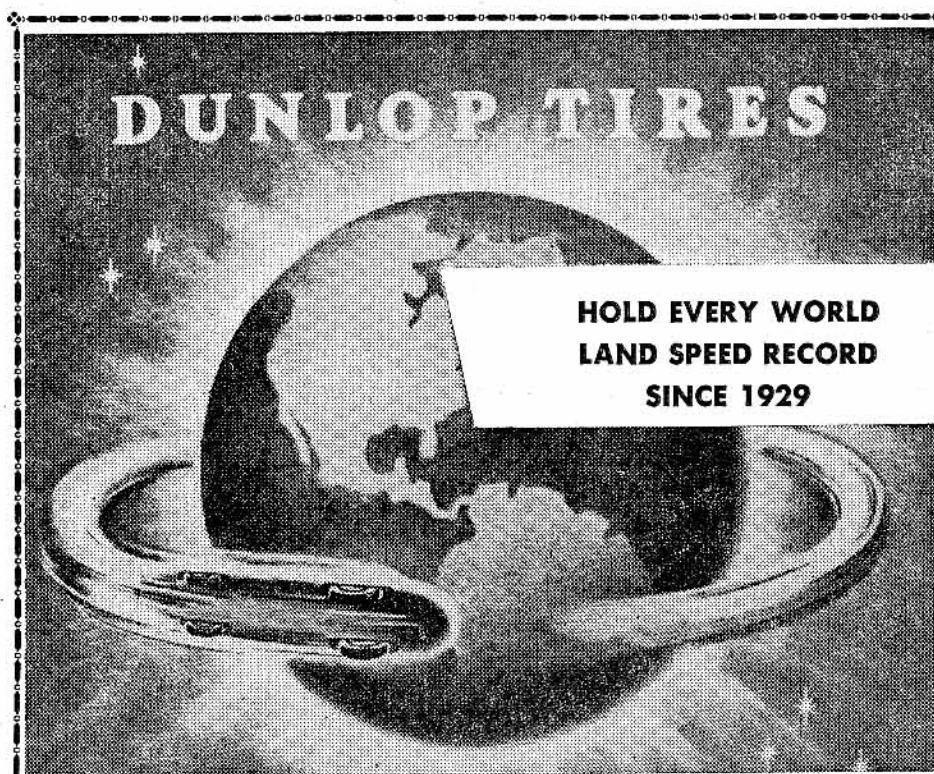
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# HANNA-FLUDE (26 Sec. Error) NAB RALLYE

Posting a phenomenal error of only 26 seconds, Bill Hanna and Navigator, Dick Flude, of the Northrop Recreation Sports Car Club won the Long Beach Douglas Sports Car Club's Ken Farar Rallye III—a championship. They drove an Austin-Healey.

The win also gave them a definite lead in the SCCSCC Rallye Championship based on the best four rallies to date. With only two more championship rallies to be run, their nearest rivals, Glasett and Morrow of the Lockheed Club, and Fleming and Marechal of the Douglas Santa Monica, must place near the top in at least one to overtake them. It looks to be a repeat of last year's exciting finish, when the championship was decided on the last leg of the last rallye of the season.

Second place went to Gordon Steele and Dick Kermode of the Compton FCCA, in the Porsche. McReady and Conklin did a good job of driving to bring their Plymouth sedan in for third, as course and speeds were definitely laid out for sports car maneuverability. They were from the Northrop Recreation Sports Car

Club, whose team also placed first and ninth to take first-place team award with a total error of 2 minutes 45 seconds!

Seventy-six cars turned out for what proved to be a real challenge for driver and navigator. There were several places where if you didn't execute instructions carefully you would up out in the boondocks! Most contestants seemed to enjoy the course and the weather was ideal for the run, which went over the mountains to the desert, then up the back road to Big

Bear Lake through Redlands and Fullerton. The warm temperature and bright moon combined to make it an enjoyable run.

The only unusual incidents were the navigator in a TR2 dropping her calculator overboard on a fast mountain curve and losing it; a realtor, just before the rallye, taking down a sign which was to be a speed change, thus causing much confusion; and the Sunbeam Rapier that had a flat tire just before the finish and still managed to finish sixth!

POS.	ERROR	DRIVER	NAVIGATOR	CLUB
1	0:26	Hanna	Flude	NRSCC
2	0:40	Steele	Kermode	FCCA-Compton
3	0:40	McReady	Conklin	NRSCC
4	0:44	Pieper	Schuman	HEASCC
5	0:48	Harper	Harper	LBMG
6	1:12	Higgins	Ford	FCCA-SM
7	1:16	Fleming	Marechal	DSCC-SM
8	1:17	Brownlee	Donahower	Harbor SCC
9	1:39	Guess	Kirkpatrick	NRSCC
10	1:50	Rocha	Hiser	NASCAD

UNOFFICIAL CHAMPIONSHIP RALLYE STANDINGS based on total points in best 4 rallies (figures in brackets indicate leaders based on the best 5 rallies). Final results will be based on the best 5 out of 8 rallies.

POS.	DRIVER	POINTS	POS.	NAVIGATOR	POINTS
1	B. Hanna	94 (94)	1	D. Flude	94 (94)
2	W. Glasett	90 (103)	2	D. Morrow	90 (103)
3	F. Fleming	89 (98)	3	N. Marechal	89 (98)
4	D. Pieper	77	4	D. Kermode	80
5	T. Cummings	66	5	C. Schuman	77
6	T. Higgins	64	6	E. Cummings	66
7	F. McDonald	61	7	L. Ford	64
8	K. Sharp	61	8	L. McDonald	61
9	H. Guess	57	9	G. Taylor	61
10	W. Harper	50	10	J. Kirkpatrick	57
	B. Meredith	49		B. Harper	50

# Buick-Powered Healey Fastest

By BUD COONS

President, NHRA  
Special to MOTORACING

OKLAHOMA CITY, Okla., Sept. 1—A 1954 Austin-Healey equipped with a 1957 Buick engine posted the top overall time for sports cars here during the National Hot Rod Association's National Drag Championships, with Driver Don Simmons, Tucson, Ariz., clocking 108.82 mph.

Owner Curtis Simmons, his brother said the Buick mill had been tuned by Max Balchowsky, Hollywood. The hybrid's time was tops in the over 1500cc modified bracket and overall for sports cars. It was considerably below the hot rod meet's overall winner of 152.54 registered by Art Arfons, Akron, O.

Ralph Richter, Enid, Okla., won the under 1500cc production class in an MGA with 68.64mph.

Other records are incomplete at this time. Simmons' victory earned him the MOTORACING trophy posted for best overall time.

# ANOTHER CONCOURS WIN FOR SCHOENERT

Don Schoenert has done it again with his Aston Martin. Schoenert took the sweepstakes award as well as a class win at the Santa Barbara concours d'elegance Labor Day.

Forty cars competed for trophies in 11 classes. Stanley Mullin, head judge, was assisted by Senator J. J. Hollister, Ed Ashley, Jack Boyle, and Walter Coleman.

Class winners are as follows:

Frank Mason, MG TC; Lou Turchi, Volkswagen; Mal Doherty, Austin-Healey; Beverly & Leonard Clow, Alfa Romeo Giulietta; Terry Fraser, Karman Ghia; William F. Hall, 4DS Citroen; Marion & Charlie Weber, Lancia; Don Schoenert, Aston Martin; Bob Plasse, Osca (over 1500cc comp); Betty Shutes, Porsche Speedster (under 1500cc comp); Larry W. Turgee, 1909 Cadillac.

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## Austin Healey '57

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## Fibre Glass Top For MG TD

Unfinished. Make offer or trade for TC accessories. Jim Robinson, 951 Fiske St., Pacific Palisades. EX. 5-0667.

'57 ALFA ROMEO VELOCE Giulietta Spyder, make offer. 4950 Woodman, Apt. 3, Sherman Oaks, Calif. STate 8-4468.

CHUCK DAIGH, who knows a little of the lore of William Allen White when he slows down enough to adjust his bi-focals, repeats, "There are three things that no man can do to the satisfaction of other men: Make love, poke the fire; run a newspaper." (Amen, Ed.)

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CAR TRAILER to haul either an Austin-Healey or Porsche wanted by No. Calif. driver. Describe and quote price. Box GS, 4041 Marlton Ave., L.A.

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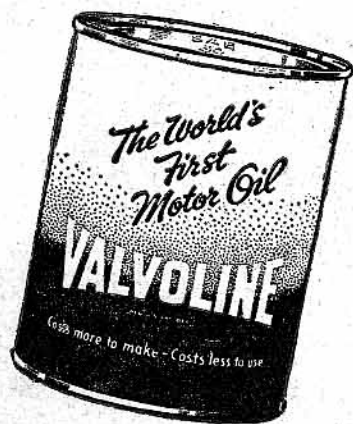
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